

URBAN/MUNICIPAL  
CA3 ON HW A25  
A35S

File  
Vol. 1

Agendas/minutes of the  
Chairman's Task Force on a  
Sustainable Development  
1992







URBAN/MUNICIPAL  
CA3 ON HW A25  
A355

URBAN MUNICIPAL  
JAN 13 1992  
GOV. MEETING DOCUMENTS

Jan 15

## **CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT**

### **A G E N D A**

**DATE:** Wednesday, January 15, 1992  
**TIME:** 7:00 o'clock p.m.  
**PLACE:** 15th Floor Committee Room, Regional Offices

---

#### **1. GENERAL**

- a) **Declaration of Interest:** Municipal Conflict of Interest Act
- b) **Minute of Chairman's Task Force on Sustainable Development Meeting - December 11, 1991**
- c) **Chairman's remarks**

#### **2. BUSINESS ITEMS**

##### **2.1 Progress Report on Circulation of Draft Vision Statement**

##### **2.2 Options for Implementation Teams**

Time allotted: 7:00 - 7:30 p.m.

##### **2.3 Progress Report Presentations**

- a) **Regional Official Plan Review, presentation by Gary Wilson;**

Time allotted: 7:30 - 8:00 p.m.



- b) Watershed Planning Exercise, presentation by Norm Ragetlie;

Time allotted: 8:00 - 8:30 p.m.

- c) Regional Economic Strategy Review, presentation by Luc Piccioni;

Time allotted: 8:30 - 9:00 p.m.

**2.4 The Hamilton Harbour Remedial Action Plan**

Presentation by members of the Bay Area Restoration Council (B.A.R.C.)

Time allotted: 9:00 - 9:30 p.m.

**2.5 Report of the Sub-Committee on Sustainable Development Demonstration Project Criteria**

Attachment: Creating a Sustainable Society announcement

Time allotted: 9:30 - 9:45 p.m.

**3. FOR THE INFORMATION OF THE TASK FORCE**

- a) Planning a City's Health Care Vision
- b) "The Population Debate: What Set Off the Population Explosion?" by Frances Lappe and Rachel Schurman
- c) Memorandum on the results of the Child Care Task Force survey
- d) Copy of letter mailed to over 300 community agencies and groups announcing completion of "VISION 2020"
- e) Media Release announcing availability of "VISION 2020"
- f) Media Release announcing "A CALL TO ACTION", a report prepared by the Labour Market Constellation Network. Copies of the report can be obtained for those who are interested
- g) "A Co-operative Effort: Getting to Work" - The Hamilton Spectator, Monday, December 30, 1991, Page A6
- h) Sustainable Development Demonstration Projects (SDDPs)

**4. OTHER BUSINESS**

Next Meeting: February 12, 1992

**5. ADJOURNMENT**



1(b)

## MINUTES OF THE CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

The Chairman's Task Force on Sustainable Development met at 7:00 p.m. on Wednesday, December 11, 1991, in the 15th Floor, Committee Room, Regional Offices.

Present: Acting Chairman J. McCulloch  
P. Ashenhurst, M. Boyak, Dr. S. French, R. Korol,  
J. McDonald, B. McHattie, J. Nriagu, G. Simmons,  
J. Walkem

Absent with regrets: Chairman (Councillor) D. Ross  
Councillors T. Cooke and D. Granger  
S. Adam, L. Goshgarian, H. Jardine, D. Lamont,  
J. Michaluk

Also Present: M. Bekkering, C. Bian, M. Fischbuck, M. Hornell,  
B. Pearce, D. Sider, K. Pidsadny

1. a) Declaration of Interest re: Municipal Conflict of Interest Act: (None)
- b) Minutes of Chairman's Task Force on Sustainable Development Committee Meeting of November 27, 1991  
(Simmons/Ashenhurst) be adopted as presented. **CARRIED**

### 2. BUSINESS ITEMS

#### 2.1 Draft Vision Statement

Members discussed the format and the content of the Vision Statement as presented. Staff will consider the following suggestions:

- a) first paragraph be **bolded/italics**
- b) subheadings placed in the document
- c) tense should be the present

The Task Force gave directions to staff that M. Hornell and G. Simmons proceed with the comments from the meeting, edit the document and forward the product to various agencies. Committee praised staff for their efforts on the Statement.



2.2 Report of the Sub-committee on Sustainable Development Demonstration Project Criteria

B. McHattie and R. Korol reported on the Subcommittee on Sustainable Development Demonstration Project Criteria. Brian advised that on Monday, February 3, 1992, from 7:30 to 9:30 p.m., EWART ANGUS HALL, Room 1A6, McMaster University, there will be an information session on Sustainable Development.

Students and professors from the University of Waterloo and McMaster University will present an opportunity for any citizen wishing to express concern, to get involved in the communities activities on Sustainable Development.

B. McHattie read a news release that will be publicized. Members were invited to attend this information session.

3. FOR THE INFORMATION OF THE TASK FORCE

- a) Progress report: Review of the Economic Development Department; Review and Update of the Economic Strategy
- b) "Local Government Decision-Making in Times of Ecological Change" by Jeb Brugmann
- c) "World toils for a burger", Globe and Mail

4. ADJOURNMENT

The meeting adjourned at 9:20 p.m.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary



December 23, 1991

2.2  
764.91

## VISION 2020 IMPLEMENTATION (PHASE 3)

### STRATEGY DESIGN TEAM OPTIONS

The third phase of the Task Force workplan is devoted to finding ways to implement the regional vision statement. Although the vision is now only in draft form, the Task Force decided to pursue a double track process: that is, to start work on implementation planning even while the vision is circulating for public comment and review, and before the vision is presented to Regional Council for final approval.

Three general approaches to implementation planning and strategy design are apparent. One, involves tailoring implementation strategies to the existing structure of responsibility in the Region (i.e.: determining how the vision can be implemented through Regional Social Services, Regional Planning, the conservation authorities, area municipalities, etc.). Another way is to divide implementation planning along topical lines, similar to the approach used earlier with the issue working groups. This would entail designing strategies for specific topic areas (e.g.: natural areas) and identifying those agencies and organizations best able to implement appropriate parts of the strategy. A third option would be to divide implementation according to policy instruments (Regional Official Plan, Regional Economic Strategy, five year capital budget process) available to Regional Council.

#### First Option: Existing Administrative Structure Approach

In this option, the Task Force would set up strategy design teams according to the existing breakdown of responsibility in the Region. So, for example, a team could be established that would look at ways to implement the vision through the Region's Economic Development Department, or Regional Social Services, etc. One advantage this approach offers, is that it ties Task Force recommendations directly to implementing departments and agencies. This could help focus recommendations on proven channels of action. A disadvantage is that it could tend to limit the scope of strategy design artificially, precluding some new initiatives that don't fit neatly within the existing structure, and perhaps placing the Task Force in a passive, advisory role.



### Second Option: Topical Approach

In this option, the Task Force would set up strategy design teams along subject or topic area lines, similar to the approach used with the issue working groups. A strategy design team working on community design, for example, would make recommendations for action to a range of implementing agencies such as Planning, Engineering, Social Services, and relevant non-profit groups. An advantage of this approach is that it permits subject areas to be treated in a more holistic manner, permitting the design of strategies which cross artificial disciplinary and departmental boundaries. A disadvantage, could be that recommendations may be unfocused, not using to greatest effect the resources of particular departments or agencies.

### Third Option: Policy Instrument Approach

This option envisions designing strategies according to the Region's existing policy documents such as the Regional Official Plan and the Economic Strategy. For example, a team could be devoted to working directly on strategy design for the Regional Official Plan; or several teams, each devoted to a particular part of the R.O.P. An advantage of this approach is that strategies will be designed for already existing, legitimate policy vehicles that have legal and political status. A disadvantage is that policy vehicles may not exist for some parts of the vision and will have to be created for the first time.



2.3 (a)

HAMILTON-WENTWORTH OFFICIAL PLAN REVIEW

Status Report

January 1992



## PROGRESS OF THE H.W.O.P. REVIEW

### 1) Status

The H.W.O.P. Review has been underway since the fall of 1990 and has progressed in tandem with the Regional Chairman's Task Force on Sustainable Development. Joint ventures between these two processes include public meetings, discussion papers as well as extensive staff interactions. A brief chronology of Review activities is outlined as follows:

- \* Nov. 1990                      Joint Open Houses/Public Meetings with the Task Force on Sustainable Development (T.F.S.D.). Seven (7) meetings were held throughout the Region.
  
- \* Nov. 1990                      5 meetings took place in the Area Municipalities with local staff to discuss current issues and H.W.O.P. policies. Regional Planning Staff met with 15 staff members from the other five Area Municipalities, with the meetings ranging from a high of seven participants in Hamilton to a one on one discussion in Glanbrook. All of the meetings were considered a success with numerous ideas, viewpoints and suggestions thoroughly discussed. In each case the comments were noted and will be considered during the review process. The key issues identified related to Urban Expansion, Regional Transportation Study/Plan, Hamilton Harbour/Lake Ontario Shoreline, Affordable Housing, Protection of Agricultural Lands, Airport IBP and Surrounding Area, Environmentally Sensitive Areas, Individual Policies for each IBP, Water Supplies in the Rural Area, Greenspace Links, and the Extension of Services into the Rural Area. In addition to these common issues, individual comments, concerns were raised which, while applicable to only a single municipality may have region-wide implications. The most significant of these issues involve affordable housing, environmental matters, rural settlements, the Airport, highway commercial development, access across the escarpment, open space and recreation, the creation of a "Regional Image" based on natural feature such as the Niagara Escarpment, the Dundas Valley and rural Hamilton-Wentworth.
  
- \* Jan. 8, 1991                      Formal Public Meeting (part of a Regional Economic Development and Planning Committee meeting) notice was given in accordance with the Planning Act in the newspaper and notices were distributed to the Area Municipalities, libraries and other public locations throughout the Region.
  
- \* Feb. 1991                      32 Provincial Ministries, Government Agencies and regional departments were circulated for comment and suggestions regarding H.W.O.P. policies; responses received from 14, including Ministry of Municipal Affairs offer to act as a coordinator of all Provincial comments.



### Major Comments from Government Agencies and other Groups

Initial comments and responses were received from a number of agencies related to their individual experiences concerning the H.W.O.P. as well as new policy approaches and initiatives which are felt to be relevant to a revised Official Plan. The main comments are summarized as follows:

- greater emphasis should be placed on providing housing for "special needs" persons
- de-institutionalization, aging in place and community living philosophies should be addressed and where possible reflected in the O.P.
- policies must stress increased role for transit for the elderly and disabled
- the Appendix material on Health and Social Services should be made part of the O.P.
- the Region is focusing on new economic objectives to preserve the manufacturing base in Hamilton-Wentworth, emphasis is being placed on development related to the Hamilton Airport and growth in the Tourism and Convention sectors
- the Region is and/or has been undertaking new initiatives in the Industrial-Business Park (Parkmed, Food and Beverage and Environmental proposals are a few projects).
- revised O.P. policies should be more restrictive for proposed developments in the Rural Area (eg. increased minimum lot size from .405 ha to .810 ha and delete options which allow lot size reductions for new residential development
- consideration should be given to the fact that public transit is least disruptive to the human and natural environment when compared to the use of the private automobile
- wherever possible secondary plans or other urban studies should analyze public transit vs the car to improve the environment
- greater emphasis should be placed on the ground water resources in the Rural areas; investigation should be undertaken of the ground water regime and carrying capacities
- new policies are needed on the lakeshore policy areas, which stress reforestation throughout the Region, provision of increased protection and enhancement of ESA's and assistance to property owner's interested in enhancing environmental or natural areas
- policy direction is needed to improve public access to the Hamilton Harbour and Lake Ontario, reduce pollutants entering Regional watersources and updated policies should be enacted regarding public landfill sites. In addition the definition of flood line should be revised to include the 100 year flood as well as the Regional Storm scenario
- the importance of sustainability and land stewardship should become the corner stone of the revised H.W.O.P.



- new policies should include the identification and protection of the natural resource, including Provincially significant resources in the areas of fisheries, wetlands, Areas of Natural and Scientific Interest (ANSI's) and water resources
- many of the identified problems and concerns relate to Rural areas and rural development and therefore the Review must address issues such as rural settlements, severances, urban development adjacent to significant natural resources, fish habitat, stream corridor protection, watershed planning and management, forests, wildlife habitats and an update to the existing Mineral Aggregate Resource policies
- there is a great concern with respect to water quality in the Region, loss of fish habitat, soil and stream bank erosion and urban runoff
- sewer overflows in Hamilton are affecting water quality in Hamilton Harbour and Cootes Paradise and the combined sewer overflow problem must be resolved
- private sewage disposal systems (especially in the Rural Areas), are seriously impacting ground water supplies and a thorough review of the use of these systems and the groundwater regime must be undertaken before further development is permitted. H.W.O.P. policies should reflect this important issue
- consideration should be given to new directions in open space planning and the principles of sustainable development
- continued and improved commitments should be made to bikeways and trail systems as both transportation and recreation facilities and the "scenic drive" concept should be implemented
- also policy statements on Human Services related to recreation in the Region should be considered for the revised O.P.

**\* Mar./Apr. 1991**

through the T.F.S.D. a series of Background/Discussion Papers were prepared on such topics as Government in Hamilton-Wentworth, Demographic Trends, Economic Base, Environment and Health, Energy, Poverty, and Food and Agriculture. Fact sheets about Hamilton-Wentworth were also prepared and along with the discussion papers will form some of the supportive background material upon which new policies are based.

**\* Mar/Apr/May 1991**

in conjunction with the T.F.S.D., eight Working Groups were established to assist the task force in preparing a vision for the Region, these groups addressed various topics and helped prepare the discussion papers which will eventually lead to policies implemented through the O.P.

**\* June/July 1991**

the T.F.S.D. held a Community Forum and Retreat to obtain public input and to try to formulate their vision statement; the statement, which is to be completed in January 1992 will include an outline of the implementation/integration of the T.F.S.D. Vision Statement and the H.W.O.P. Review.



**\* Oct./Nov.  
(Ongoing)**

An internal staff group was established to review the structure of the existing H.W.O.P. and investigate the possible options for a new plan format and content. The general consensus of this group is that the H.W.O.P. is too long, complex and unclear and should be simplified and shortened. There also should be clear delineation of Regional interest and concise policies and actions/directions to implement the goals and objectives of the new plan. The activities of this group will continue throughout the Review process.

**\* Nov./Dec. 1991**

During November and December a series of three meetings/workshops were scheduled involving Provincial Ministries, Government Agencies and Regional Departments as well as staff from the Area Municipalities. The topic areas for these meetings were the Environment, Social/Health and Land Use, Transportation and Economy. Groups of 24, 14 and 17, respectively, attended these meetings and discussed a wide variety of issues. Notes from these sessions can be made available but many of the matters have been identified in the Major Government Comments summarized earlier in this report.

**\* Jan. 1992**

Discussion Paper #12 - Implementation of the H.W.O.P. is being prepared to detail the progress of the Review, examine the effectiveness of the existing Plan and its policies and provide an outline of the continuing interrelationships between the Review and the work being done by the Task Force on Sustainable Development.

While the work of the Task Force on Sustainable Development and the Review Process have been proceeding, other projects which will impact the H.W.O.P. are currently underway or have been completed:

- Task Force on Affordable Housing
- Review of the Regional Economic Strategy
- EAS Development Sensitivity Study
- Watershed Study
- Biological Inventory (Naturalist Club)
- State of the Environment Report
- Employment Survey
- Regional Transportation Study
- Remedial Action Plan (Hamilton Harbour)



- NEC 5yr Review
- Local Planning Initiatives (Flamborough Growth Strategy, Ancaster Urban Boundary Study).

#### The Review In 1992

Between January and June 1992 the OP Review will be focused on Policy Formulation and the generation of potential OP policies should occur within this timeframe. Major impetus and direction for this phase of the Review will come from the draft Regional Vision Statement from the Task Force on Sustainable Development which is expected in January 1992. The OP Review as one of the main implementation tools of the vision statement will continue to coordinate its activities with the work of the Task Force on Sustainable Development. As a result the following main events are anticipated to the end of 1992:

- \* Jan. 1992                      release of draft Regional Vision Statement by the Task Force on Sustainable Development
- \* Feb./March 1992            policy development for the H.W.O.P. and coordination with Task Force implementation teams
- \* May 1992                      possible public meetings regarding the H.W.O.P. - public input on Regional Interest & Issues - these items will have been developed from January - May 1992 and will relate to the Regional Vision Statement.
- \* July/Aug. 1992              Regional Council to consider draft H.W.O.P. policies (Council authorize public meetings on proposed policies) presentation of draft policies to Task Force and/or appropriate implementation team for review and comment
- \* late Sept. 1992              public meetings to provide input concerning the draft policies for the H.W.O.P.
- \* Nov. 1992                      draft H.W.O.P. to Task Force, with revisions from public consultation, for review and comment
- \* Dec. 1992                      Regional Council to consider adoption of a new H.W.O.P. and authorize submission of the document to the Minister of Municipal Affairs for approval. The approval process will extend the time frame for the Review into 1993.

**NOTE:** Depending on the timing of the work of the Task Force as well as other related projects, the adoption of the new Plan by Regional Council may not be possible until early 1993, but at this point the Review appears to be on schedule with the adoption of a new H.W.O.P. by Regional Council anticipated in December 1992.



REGION OF HAMILTON-WENTWORTH  
- INFORMATION -

2.3 (b)

**DATE:** September 11, 1991  
764.35

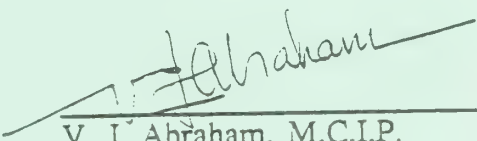
**REPORT TO:** Chairman and Members  
Economic Development and Planning Committee

**FROM:** Mr. J. D. Thoms  
Commissioner of Planning and Development

**SUBJECT:** Workplan for Regional Watershed Planning (Phase 1) (PLA-91-063).

---

J. D. Thoms, M.C.I.P.  
Commissioner  
Planning & Development Department

  
V. J. Abraham, M.C.I.P.  
Director  
Regional Planning Branch

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Phase 1 of the watershed planning work program will be completed by the end of 1991 as budgeted for in the 1991 work program. Staffing requirements and costs associated with Phase 2 projects will be addressed in the 1992 planning work program.

**BACKGROUND:**

This project will carry out Council direction arising from investigation and consultation regarding a request from the City of Hamilton for the extension of the mandate of the Royal Commission on the Toronto Waterfront to include the waterfront in Hamilton-Wentworth. On December 18, 1990 Regional Council approved Item 6 of Report 20-90 of the Economic Development and Planning Committee:

"b) That the Planning and Development Department be directed to explore the Regional role in co-ordination of waterfront planning, utilizing the principles established by the Royal Commission in its report "Watershed", as part of the 1991 work program."

The Commission established nine principles for waterfront planning;

-clean	-green	-useable
-diverse	-open	-accessible
-connected	-affordable	-attractive



The general principles are potentially applicable to waterfront planning in any jurisdiction and are based on an ecosystem approach similar to that employed in the development of the Hamilton Harbour Remedial Action Plan. The principles form a set of societal goals for waterfront planning that are in basic agreement with the principles of sustainable development. The primary implication is that good waterfront planning can only take place in the context of good watershed planning to save receiving water bodies from damaging amounts of contaminants because "a good quality of life and economic development cannot be sustained in an ecologically deteriorating environment."

Attached for information is the proposal, the workplan schedule and the chapter outline for Phase 1 of the Watershed Planning Work Program.

Within the Region a number of complex issues surround the use and quality of water, the protection of the ecological values of watercourses, water bodies and their associated plant and animal communities and the use of waterfront land. In the context of these issues the Region needs to evaluate its existing activities and determine what it should be doing to solve identified problems.

Goals specific to the issues and concerns of the Region, as well as recommendations for actions deemed necessary to achieve the stated goals, will be outlined in the Phase 1 Report. The General Study Goals of this report are as follows:

- 1) To co-operate and communicate effectively with area municipalities, agencies and groups to develop shared goals with a shared understanding of responsibilities for integrated watershed management in the Region;
- 2) To use these goals as the basis for evaluating land-use planning policies and procedures, water use demand, and infrastructure development plans so as to protect resources for a wide range of human uses and preserve the ecological values of the Region's watercourses and waterfront;
- 3) To determine and propose the implementation of the Regional actions necessary to achieve these goals.

The Phase 1 Report will propose Regional goals as well as identify actions necessary to meet these goals. Phase 2 will seek implementation of specific actions as well as lay out the recommended workplans for the projects of Phase 2. Planning staff are now preparing the Phase 1 Report on both upstream and waterfront issues. This preparation includes consultation with area municipalities, conservation authorities, Provincial ministries and Federal agencies.

The Phase 1 Report will be presented to Council early in 1992 to obtain approval for the proposed goals, as well as receive direction on proposed actions or projects.

BH:fd

c:\w\reports\pla91063



# PROPOSAL REGIONAL WATERSHED PLANNING 1991

## 1. INTRODUCTION

The Regional Planning Branch work program includes the preparation of a Watershed Plan. The purpose of this initiative is described in the work program as:

The Hamilton Harbour Remedial Action Plan and the Crombie Commission on the Toronto Waterfront have both recognized the importance of comprehensive watershed planning if the water quality and availability of the waterfront for recreation activities is to be improved. The purpose of this project is to get the major players together, identify what the important issues are in the watershed, and to initiate the appropriate studies and actions to address those issues.

This project is expected to carry out Council direction arising from investigation and consultation regarding a possible request for the extension of the mandate of the Royal Commission on the Toronto Waterfront to include the waterfront in Hamilton-Wentworth. On Dec. 18, 1990 Regional Council approved Item 6 of Report 20-90 of the Planning and Economic Development Committee;

b) That the Planning and Development Department be directed to explore the Regional role in co-ordination of waterfront planning, utilizing the principles established by the Royal Commission in its interim report "Watershed", as part of the 1991 work program.

The Commission established nine principles for waterfront planning;

- |             |              |              |
|-------------|--------------|--------------|
| - clean     | - green      | - useable    |
| - diverse   | - open       | - accessible |
| - connected | - affordable | - attractive |

The general principles are potentially applicable to waterfront planning in any jurisdiction and are based on an ecosystem approach similar to that employed in the development of the Hamilton Harbour Remedial Action Plan. The principles form a set of societal goals for waterfront planning that are in basic agreement with the principles of sustainable development. The primary implication is that good waterfront planning can only take place in the context of good watershed planning to save receiving water bodies from damaging amounts of contaminants because "a good quality of life and economic development cannot be sustained in an ecologically deteriorating environment."

## 2. BACKGROUND

### Remedial Action Plan

The Remedial Action Plan (RAP) process organized under the auspices of the International Joint Commission has analyzed the problems and identified solutions for Hamilton Harbour, Cootes Paradise, and several streams leading into these water bodies. A number of recommendations about issues such as public access, stormwater pollution and erosion control on construction sites are being made. Thus, a wide range of land-use and infrastructure matters for which the Region is responsible have been identified as requiring some change. If water quality in Hamilton-Wentworth's streams, creeks and stormwater system is to be improved the Region will have to act. Some of these issues may be addressed through the Official Plan or subdivision agreements while others must be addressed by reviewing objectives, design standards and capital spending for improvements in infrastructure. Following Provincial Cabinet approval of the Remedial Action Plan, BAIT (Bay Area Implementation Team) will be formed. Negotiations with the Federal, Provincial and Municipal governments on the financial commitment to implement the RAP recommendations will take place through this group.



## Provincial Management Perspectives

The Ministry of the Environment (MOE) and the Ministry of Natural Resources (MNR) are jointly promoting comprehensive watershed planning at the regional level. MOE and MNR are seeking to bridge the gap between site level storm water management and region-wide watershed planning. In the context of maintaining desired base-flow and water quality targets in all tributaries several levels of watershed planning would be integrated with the hierarchy of municipal plans; i.e. starting with the regional or overall watershed level and then working down through local, secondary and subdivision level plans, to the site plan level. The intention is to reconcile the cumulative impacts of many site plan and site stormwater agreements with desirable levels of water flow levels in streams, creeks, channels, water retention basins and the like on a watershed basis.

If this interdependence between municipal plans/agreements and the watershed targets is to be established it needs to be spelled out clearly in Official Plans. Ensuring that MNR and MOE's concepts of watershed planning are integrated with Regional planning efforts and policies should be a major component of any watershed plan produced in Hamilton-Wentworth. In general, the traditional engineering concerns for flood and erosion control is now being placed in a multi-objective framework where stream ecology, resource conservation and recreational opportunities are all expected to be factored in to stormwater and watercourse management.

## Waterfront Trail/Burlington Waterfront Planning

As a result of the Crombie Commission's investigations of the Lake Ontario shoreline there is an apparent opportunity to build on proposals for a Burlington to Newcastle system of public pathways and cycling routes. The Region could act to ensure that if this system is developed that links to Hamilton, Dundas and Stoney Creek be established. Moreover, if provincial funds are to be made available for waterfront parkland acquisition as the result of the Commission's findings, similar waterfront planning strategies in Hamilton-Wentworth could possibly lead to similar funding programs from the province.

## Conservation Authorities

The Conservation Authorities (CAs) are responsible for developing the watershed plans from which flow targets and conservation objectives may be established. Aside from their central role in flood control, and administration of fill regulations etc., there are a number of other activities the CAs carry out. Recreational and wetland acquisition, and natural area protection programs are well established functions of the CAs.

Recently, the Hamilton Region Conservation Authority published its Conservation Strategy and hosted a series of workshops on resolving the problem of construction site erosion and will be developing a series of proposals or guidelines for the various agencies to follow. The Niagara Region Conservation Authority has participated in the Provincial Rural Beaches Program to identify and resolve problems of rural surface water contamination. Also Terms of Reference for a shoreline study that would examine erosion and flood issues in the Niagara Region have been prepared. The study will analyze the entire shoreline from Hamilton Harbour to the Niagara River as one littoral unit. The analysis of the whole littoral system will provide good information for the establishment of environmental management objectives no matter where the political boundaries are.

## Groundwater Protection and Servicing

Recent water testing in rural areas that depend on groundwater has revealed well-water contamination due to poor well maintenance. In the long run, questions remain about the capacity of the various groundwater regimes to accept septic system effluent without becoming contaminated. Also, fairly high-density developments have been proposed for rural areas based on communal sewage treatment (i.e. Class 6 treatment). As well many local improvement projects have extended services into rural areas. However, servicing outside the urban boundary is expensive and promotes leap-frog development with land-owners seeking urban designations.



Given this context the need for hydrological research and the development of a servicing strategy has been identified as a priority project of the proposed Regional Environmental Office. Groundwater protection strategies will also need to include a component based on reducing the potential for chemical contamination by underground fuel tanks and other potential sources of chemical pollutants.

#### Water Use and Conservation

The likelihood of substantial climate change caused by emissions of greenhouse gasses is uncertain. If some of the most extreme predictions turn out to be accurate the impacts of climate change may be felt within 30-50 years (2020-2040). The central issue is whether it makes sense to start thinking now about implementing small and incremental changes in water use practices to avoid the possibility of severe or major changes later.

Modelling the potential impact on local rainfall, watercourses, groundwater, lake water levels etc... would be difficult. However, some information of this kind may be available. For instance, the International Joint Commission has recently undertaken a lake water level study. The relationship between the pricing of water and the need for conservation has been investigated (Water Demand Control Strategy, 1989). The strategy identifies a range of actions the Region should take. These actions should be placed in the context of long-term trends and the effectiveness of water conservation strategies evaluated.

#### Regional Initiatives

The Region is currently reevaluating its Official Plan policies and administrative procedures as part of its five year Official Plan review. An integral part of this process is the Sustainable Development Task Force whose vision will provide guidance and the basis for specific policy recommendations for revising the Regional Official Plan as well as other corporate strategies such as the five-year capital budget and the economic strategy. The policies and related standards that deal with watercourses and water management will form a part of the environmental and land-use aspects of the Official Plan review.

Community awareness of waterfront and watershed issues in Hamilton-Wentworth is high. Messages received from the public participation activities of the Sustainable Development Task Force consistently identified access to the Harbour and improvements in water quality as major concerns. Despite some success in identifying problems the considerable jurisdictional overlap for water matters has created confusion and difficulty in creating coordinated action for both development projects and remedial action. Recent initiatives have been directed at resolving this state of affairs.

The central theme of a workshop held in the fall of 1990 on waterfront/watershed issues and the Crombie Commission was the potential role of the Region in providing some co-ordination to waterfront planning in the absence of a Royal Commission. Since then the Chamber of Commerce has expressed their agenda to spark the creation of a Harbour Development Task Force and the Stakeholders Group of the Remedial Action Plan have recently established the Bay Area Restoration Council (BARC).

Many of the issues are related to sewer and water services project planning or standards for which the Regional Engineering Department or Area Municipal Public Works Departments are responsible. A Regional pollution control study will be completed in the Fall of 1991. A comparison of the RAP recommendations and the pollution control study recommendations will have to be made. The watershed study process must be designed to reflect this need for co-ordination within the Region.

Initiatives by the Region should be met with enthusiasm and approval if they help further the development of shared goals and the implementation of actions to achieve these goals. On the other hand, given the considerable efforts already under way, care will need to be taken not create unnecessary work or conflict through duplication of effort.



### 3. PROBLEM STATEMENT

Within the Region a number of complex issues surround the use and quality of water, the protection of the ecological values of watercourses, water bodies and their associated plant and animal communities and the use of waterfront land. In the context of these issues the Region needs to evaluate its existing activities and determine what it should be doing to solve identified problems.

### 4. GENERAL STUDY GOALS

To co-operate and communicate effectively with area municipalities, agencies and groups to develop shared goals with a shared understanding of responsibilities for integrated watershed management in the Region.

To use these goals as the basis for evaluating land-use planning policies and procedures, water use and demand, and infrastructure development plans so as to protect resources for a diverse range of human uses and preserve the ecological values of the Region's watercourses and waterfront.

To determine and propose the implementation of the Regional actions necessary to achieve these goals.

### 5. SCOPE

The design of the watershed planning process should reflect the involvement of many actors and plans. Different study approaches should be taken within different issue areas. Therefore, the study process will take place in two phases.

Phase 1 has the following objectives;

To evaluate the prevailing method of watershed planning, waterfront development and quality of water resources in the Region using the nine principles established by the Crombie Commission.

To identify the issues, problems or opportunities which must be addressed by the Region as well as gather suggestions on the appropriate actions and expected outcomes of Phase 2 projects.

To prepare a statement of the Regional perspective on establishing an integrated approach to watershed management, including objectives for watershed and waterfront planning within the Region.

To seek agreement on this perspective among Regional Departments, area municipalities, Conservation Authorities and Provincial agencies.

Phase 2 will consist of a series of focused programs and processes based on the goals identified in Phase 1. Without prejudging the outcome of Phase 1 we expect the products of Phase 2 to be concrete and implementable; e.g. Official Plan policies, waterfront action plans, model by-laws, design guidelines for storm-water management etc...

These Phase 2 programs may benefit from the formation of working groups or topical workshops. Furthermore, as far as the waterfront issues are concerned, it may be appropriate to separate Harbour development issues from Lake Ontario shoreline development issues.



## 6. METHOD: PHASE 1

### Literature review:

- Analysis of local official plan documents.
- Analysis of Provincial and other agency policies.
- Analysis of other municipal/Regional watershed and waterfront planning documents.
- General issue analysis and identification.

### Consultation:

- Relevant local agencies/groups: solicit formal letters.
- Informal interviews.

### Workshop/Seminar:

- Proposed Regional Objectives Reviewed by Agencies (see Appendix "B")

## 7. PHASE 1 PRODUCTS

### Phase 1 Report:

1. Description of watershed planning/waterfront development/quality of water resources
2. Identification of issues, problems and opportunities
3. Proposed Regional goals
4. Proposed actions to achieve Regional goals

### Preliminary Phase 2 Study Area Identification

## 8. DETAILED TIMELINE AND PROJECT SPECIFICS (PHASE 1)

Circulation of issue list and consultation questions to Provincial ministries, municipalities, conservation authorities, etc.

Details: Circulation of consultation package to relevant ministries, agencies, municipalities and organizations. Circulation package includes cover letter, background material, question list, and preliminary list of issue areas

Timing: Complete

### Specific Tasks:

- Preparation of consultation package; mailing of consultation package to each target organization.

### Finalize Chapter Outline, Work Plan and Proposal

Details: Planning Department acceptance of a Phase I Report proposal, chapter outline and work plan.

Timing: September 3 - September 13



Specific Tasks:

Preparation of proposal package which will include the report outline and a work plan schedule.

Circulate Work Plan to Regional Departments: Engineering, Health and Finance for Comments

Details: Upon planning department acceptance, a copy of the work plan will be circulated to the following Regional Departments for comment: Engineering; Health; Finance.

Timing: September 13

Specific Tasks:

Circulate the finished work plan and proposal to Regional Departments notifying them of the report process and requesting any comments they may have.

Report to Economic Development and Planning Committee

Details: A report is to be prepared which delivers the proposal, chapter outline and the workplan schedule to the committee for information.

Timing: September 24

Specific Tasks:

Prepare report to committee including origin of project, brief discussion and future implications.

4 Review of Regional Documentation in Hamilton-Wentworth:

Details: Review of documents such as State of Environment, Remedial Action Plan, and Health Department and Engineering Department reports. Communication with staff in Regional Planning, Engineering, and Health Departments about concerns. Review of relevant local newspaper articles.

Timing: September 9 - October 4

Specific Tasks:

Collection of relevant documents;

Review documents for pertinent information;

Consultation with staff from other Regional departments;

Review of current and proposed Provincial and Federal Documentation (regulations, policies and legislation:

Details: Review of proposed and actual legislation, regulation and policies. Review of documents such as Draft Provincial Wetlands Policy (MNR), Interim Stormwater Quality Control Guidelines for New Development (MOE and MNR), and Fisheries Act (Federal Act). Communications with Provincial ministry staff.

Timing: September 9 - October 4



#### Specific Tasks:

Collection of legislation, policy documents and guidelines established by Provincial and Federal ministries affecting watershed/waterfront planning;

Review of legislation, policy documents and guidelines established by Provincial and Federal ministries affecting watershed/waterfront planning;

Consultation with staff from Provincial ministries regarding intentions of Provincial and Federal legislation, policies and regulations;

#### Review of innovative approaches by municipalities, agencies and institutions outside of Hamilton-Wentworth

Details: Review of innovative programs and initiatives outside of Hamilton-Wentworth, including river-protection buffer zones in the official plans of Ottawa-Carleton and Metro Toronto, groundwater-protection activities in Florida and on Long Island, and erosion-prevention programs in Maryland. Brief summary of issues as established in other jurisdictions; for instance, precedents in widespread groundwater contamination, impairment of natural functions in waterways by urban runoff contaminants and suspended solids, and destruction of habitat through encroachment on wetlands. Review of documents such as Metro Toronto's draft Planning Directions for the Metropolitan Waterfront and the Royal Commission on the Future of the Toronto's Waterfront's Watershed. Verbal communications with individuals working in municipalities and organizations operating outside of Hamilton-Wentworth.

Timing: September 9 - October 4

#### Specific Tasks:

Collection of all available documents pertaining to watershed/waterfront planning and management activities in other jurisdictions;

Review of all collected documents and identification of useful examples or prototypes of watershed/waterfront management and planning, and issues that should be addressed in Hamilton-Wentworth;

Consultation with staff personnel from municipalities and agencies outside of the Region;

#### Review of innovative approaches presented in professional opinion and scientific literature

Details: Review of watershed/waterfront issues and innovative approaches to dealing with watershed/waterfront problems as presented in professional and scientific literature. Examples of this type of literature include Local Groundwater Protection, Protecting Nontidal Wetlands, Stormwater Management in Urbanizing Areas, and The Erosion and Sediment Control Handbook.

Timing: September 9 - October 4

#### Specific Tasks:

Collection of scientific literature and professional contacts to ascertain issues, problems and opportunities common to North American jurisdictions;

Review of professional opinion and scientific literature;



### Consultation Review

Details: Collection and organization of written submissions resulting from consultation process. Summarize the issues found. Also, at this time, mail out invitations to the Workshop to be held on November 29, 1991: this supplies plenty of time for the participants to make arrangements.

Timing: September 9 - October 4

#### Specific Tasks:

- Collect and assemble responses from contacted agencies;
- Review all responses to ensure adequacy of materials;
- Contact organizations that have not responded to obtain a response or to determine why a response is not forthcoming;
- Summarize issues found in responses;
- Inform guests of Workshop date and location: book room for Workshop.

### Preliminary Goal Identification

Details: Upon completion of the Review Process, a preliminary list of goals for the Region should be created. With this list of goals, analysis and consolidation of the review material can be broken down into specific areas of interest.

Timing: October 7 - 11

#### Specific Tasks:

- Establish a list of goals based on the Review Process.

### Analysis and Consolidation of Review Process

Details: The Review material will now be analyzed in terms of the preliminary goals established. Information gathered during the Review Process may now be linked to goals and issues specific to The Region of Hamilton-Wentworth. Consolidation of this analysis will result in specific actions which will help achieve the established goals.

Timing: October 14 - 18

#### Specific Tasks:

- Analyze Review Process in terms of the preliminary goals established;
- Consolidate research in terms of specific actions which will help achieve goals.

### Comprehensive Summary of Goals and Actions

Details: From the review of Regional Documentation, Provincial and Federal Documentation, Programs and literature from outside municipalities and agencies, professional opinion and scientific literature and consultation responses, staff will summarize the goals specifically related to watershed/waterfront planning in The Region of Hamilton-Wentworth. As well, specific actions which may be implemented in the Phase II Report will be identified.

Timing: October 21 - October 25



#### Specific Tasks:

Summarize goals related to watershed planning specific to Hamilton-Wentworth:

Summarize actions which will help to achieve the established goals in Hamilton-Wentworth.

#### Phase I Draft Report Creation

Details: Draft goals and actions will be reviewed internally in the department and by other Regional staff before they are mailed out to the outside agencies and municipalities. It is foreseen that many of these draft goals and actions will be adopted through the consultation and negotiation process held during the workshop in November, and that a number of tangible actions proposed at the workshop, would also be initiated as the result of the adoption by the consultation group.

Timing: October 28 - November 6

#### Specific Tasks:

Confirmation of established goals and actions by the Region prior to circulation: Engineering, Health and Finance departments should be included in a co-operative effort so that the goals and actions established truly represent a Regional viewpoint;

Planning Department approval of the Draft Phase 1 Report prior to circulation to outside agencies.

#### Phase I Draft Report Circulation

Details: The draft document providing proposed Regional goals and actions will be mailed out to those organizations that will be participating in the workshop. This draft document will also include the listing of issues, and some form of the literature review, produced during the consultation and literature review phase. Participating organizations will be asked to prepare a response to this document(s) which will be delivered at the workshop.

Timing: November 7 - 8

#### Specific Tasks:

Assemble packages containing cover letter and draft; mail out packages to pertinent organizations;

Circulate Phase 1 Draft Report including enough information on workshop exercise to allow organizations to adequately prepare: include note requesting comments be completed and delivered to the workshop;

Circulate one copy of the Phase 1 Draft Report to each member of the Sustainable Development Task Force including a note that they be prepared to discuss its contents at the presentation on December 11, 1991.

#### Contact CAs and Ministries to Determine Funding Options

Details: Certain organizations, particularly the Ministry of the Environment and the Ministry of Natural Resources, will be mailed a special letter that will ask them to investigate possible funding sources for the actions suggested in the draft document. This letter would be added to the materials that include the listing of issues, summary of the literature review, and the proposed



goals and actions. It is foreseen that MNR may be willing to fund some of the projects through the local conservation authorities and that MOE may be amenable to fund other projects as part of the Hamilton Harbour Remedial Action Plan process. These initial written inquiries will be followed up through verbal communication with relevant Provincial ministry staff.

Timing: November 11 - 1992

**Specific Tasks:**

Contact agencies: prepare special letter for organizations from which funding will be sought (include this letter with the draft document package);

Follow-up calls to individuals in these organizations to ensure that the funding matter is being pursued.

Set-up Watershed Workshop

Details: All of the Provincial ministries, local conservation authorities, area municipalities, and other involved organizations that have been part of the consultation process will come together to debate the merits of the proposed Regional goals and objectives, and proposed processes and projects, and attempt to come to some sort of consensus on what direction the Region and the other organizations should take in approaching watershed/waterfront problems and opportunities. It is expected that enough agreement on policy and program decisions will be made at the workshop to ensure that a series of actions are undertaken in 1992. Participants may have to bring detailed written submissions on the proposed actions, literature review, and other sections of the draft compilation, to supplement their verbal presentation of their position on the proposed goals and actions.

Timing: November 11 - 29

**Specific Tasks:**

Contact all organizations; seek confirmation from major organization of participation at adequate management level.

Workshop

Details: The central focus of the workshop will be on attempting to discover those areas of watershed/waterfront planning for which a broad consensus can be achieved pertaining to future goals and actions. Once a consensus or near-consensus on an issue area can be achieved, agreement can be obtained on the actions necessary to address these issue areas.

Timing: November 29

**Specific Tasks:**

Notes should be made of major points and all major decisions and agreements should be properly documented;

Obtain comments regarding Phase I Draft Report from those in attendance: note those absent so that comments may be obtained through follow-up contact.



### Editing Phase I Draft Report

Details: Once the workshop has been completed it will be necessary to produce a draft document that includes the common goals and objectives agreed on at the workshop as well as the projects and processes that were accepted or proposed by the participants. Detailed submissions that were not covered at the workshop will also have to be worked into this draft document. This document will have to be circulated to all of the participating organizations after presentation to the Sustainable Development Task Force.

Timing: December 2 - 6

#### Specific Tasks:

Revise draft document based on comments from organizations represented at the consultation workshop;

Prepare a summary of revisions to the draft document which may be presented to the Sustainable Development Task Force.

### Prepare Report Presentation to the Sustainable Development Task Force

Details: A presentation outlining the results of the consultation process, literature review, and workshop process will be made to the Sustainable Development Task Force. Copies of the revision summary, which will include any insertions or deletions to the original Draft Report, will also be distributed to Task Force members for more detailed scrutiny.

Timing: December 5 - 10

#### Specific Tasks:

Prepare the presentation.

### Presentation to the Sustainable Development Task Force

Details: Present the findings of the Phase I Draft Report to the Sustainable Development Task Force and promote discussion about the document.

Timing: December 11

#### Specific Tasks:

Make presentation of the Draft Report to the Sustainable Development Task Force;

Solicit views and submissions from the Task Force.

### Consolidation of the views of the Task Force and other agencies and organizations into the final document detailing Regional watershed/waterfront goals and objectives and tentative outlines and/or schedules for processes and projects

Details: This document will guide the watershed/waterfront planning exercises to be undertaken in 1992 and beyond. The first section will provide a description of the issues identified in the consultation and literature review phase, while later sections will describe the Region's watershed/waterfront goals, and the types of actions that will be needed to achieve the Region's established goals. The actions outlined in this document will constitute Phase 2 of the watershed/waterfront planning exercise.



Timing: December 12 - 20

Specific Tasks:

Revise document to accommodate views of the Sustainable Development Task Force on the proposed goals, objectives, processes and projects;

Make any changes required by last minute submissions or detailed supplementary comments by participating organizations;

Send a copy of the final document to all participants and members of the Task Force.

Preliminary Phase II Report Outline, Work Plan and Proposal

Details: Upon completion of the Workshop, thought may be given towards the direction of the Phase 2 Report. Any goal oriented actions which were approved in principle at the Workshop may be further investigated at this time in an effort to keep the watershed planning exercise progressing.

Timing: December 2 - 1992

Report to the Planning and Economic Development Committee

Details: A report should be presented to the Planning and Economic Development Committee for information regarding progress made on Regional Watershed Planning.

Timing: 1992

Specific Tasks:

Prepare a report to go to the Planning and Economic Development Committee regarding the findings of the Phase I Report.



# *Creating a Sustainable Society*

2.5

## **The University of Waterloo Sustainable Society Project**

### **A Joint Presentation of the Regional Municipality of Hamilton-Wentworth's Task Force on Sustainable Development and McMaster University Faculty of Engineering**

The Regional Municipality of Hamilton-Wentworth is one of many governments and other organizations around the world that have adopted a new approach: "sustainable development". Simply put, sustainable development calls for the integration of economic, environmental and social factors in public and private decision making to ensure a viable future for us all. The Regional Chairman's Task Force on Sustainable Development has just released "VISION 2020" a statement of the type of community Hamilton-Wentworth should be in the year 2020.

To assist the Task Force and the people of Hamilton-Wentworth in their explorations of a desirable future and the mechanisms for achieving this future state, we have invited researchers from the Environmental Studies department of the University of Waterloo to discuss their Sustainable Society Project. Started in 1988, this project traces its origins to the Conserver Society Concept invented in Canada during the 1970s. The purpose of the Sustainable Society Project is: to develop a scenario for future development that is based on the principles of sustainability; to determine the feasibility, implications and implementation requirements of this scenario; and to contribute to the development of a network of groups and individuals interested in a sustainable future for Canada.

You are invited to attend what should be both an exciting and thought provoking discussion.

## *We hope to see you there !*

<i>When :</i>	Monday, February 3rd. 1992 at 7:30pm.
<i>Where :</i>	McMaster University, Ewart Angus Centre, Room 1A6
<i>Admission :</i>	Free







Volume I  
Issue 1  
Fall, 1991

# CHALLENGE<sup>3 (a)</sup>

*Academe and the Health of the Public*

"We've realized that in order to make a difference, you have to recognize that health is more than a product of the health care system," said Neufeld. "For example, health outcomes are enhanced by better literacy programs for new immigrant populations or by better transportation policies that improve access."

Among the complex reasons driving up the cost of health care in the United States is a balance of care that has been tipped toward physician specialists and expensive, high-tech care for comparatively few rather than basic primary care that serves all who need it. One consequence is that over 30 million uninsured people have little or no access to care.

"Health care is no longer being bought with a blank check," said Jonathan Showstack, MPH, Co-Director of the Health of the Public program. "And if there is a monetary restraint, you have to worry about the trade-offs. For example, if a state has a Medicaid program and is trying to decide how it can fund prenatal care, that state may have to decide whether it should take \$50,000 and spend it on coronary

artery bypass graft surgery for one person or for prenatal care for 50 to 75 women."

Health of the Public is working to enlist the expertise of academic health centers to be part of the solution to the problems of access and quality in health care. Universities that house Health of the Public programs are providing services, education, and research to help communities make informed policy decisions about allocating health care resources equitably.



Health of the Public is training health professionals to make medical decisions that increase access to care.  
Credit: Hennepin County Medical Center

## Planning a City's Health Care Vision

After recognizing that it could not depend solely on obsolete steel mills for its livelihood, the city leadership of Hamilton, Ontario formed a task force to look at economic, social, and quality-of-life issues to set the

foundation for a more vibrant economy. McMaster University's Health of the Public project seized the opportunity to help form the planning process for the region's "vision," and contributed substantial staff time to the task force.

The task force obtained answers from the community about which priorities and values to use in planning the "vision" through community open houses or informal seminars, radio talk shows with listener call-ins, a telephone hot line, and the solicitation of written suggestions.

Reaching the sector of the community that was in most need of health care and other social services also provided an important educational opportunity. Students in McMaster's health sciences program ran focus groups where they interviewed people who would not ordinarily attend open houses or call hot lines, such as new immigrants, rural seniors, homeless people, and the unemployed.

"We think that having students involved opens up their eyes to a broader set of roles for themselves," said McMaster University's Victor Neufeld, MD. "They see that there's more to a practice than having patients coming in every 15 minutes."

And the conclusions of the task force are opening up new ways to think about health care.

*Continued*







# THE POPULATION DEBATE

## What Set Off the Population Explosion?

The widely accepted explanation of what tripped the population wire in the third world is that a rapid drop in death rates occurred without a parallel drop in birth rates. With more people living longer, but as many babies still being born, populations began to grow fast.

While a similar shift was typical of the first stage of a transition to slow population growth in the now industrial countries, what has happened in the third world is different. The mortality decline there has been sharper than that which occurred in Western Europe and the United States, and it happened against a backdrop of higher initial birth rates.<sup>1</sup>

What accounts for this sharp drop in deaths? Here, demographers hardly agree. Some point to the introduction of vaccines, antibiotics, and pesticides from the industrial countries; others stress improvement in education, sanitation, and nutrition.

And why haven't birth rates declined, too? They have, but not nearly enough to prevent rapid population growth in most third world countries.

But don't be too alarmed, many population experts tell us. It is only a matter of time before a decline in birth rates will mimic the decline in death rates. The world's population will thus level off or plateau, they predict, about a century from now at about 10 billion, double the world's current population.<sup>2</sup>

We're not so sanguine. While death rates may be brought down, at least somewhat, by imported technologies or public health

Lappé, Frances Moore and Schurman, Rachel. 1989.  
Taking Population Seriously. London, England:  
Earthscan Publishing Ltd.

3 (6)



initiatives, birth rates are not so easily affected. They reflect intensely personal choices in response to a host of economic, social, and cultural forces. Until the forces underpinning high birth rates start to change, we doubt that it is possible to predict the timing of a human population plateau.

Some demographers share our concern. "Forget plateaus," says population specialist Phillips Cutright. Such projections are likely to be "wishful thinking," he warns.<sup>1</sup> And recent data confirm Cutright's skepticism. Global population is growing faster than expected because many of the most populous nations — China, India, Pakistan, Egypt, and Iran to name a few — are not following the expected pattern of a smooth and continuous fertility decline.<sup>4</sup>

### Population: What's the Problem?

To make our own analysis most clear, let us begin with a brief outline of the main schools of thought concerning the nature of the population problem. We present three alternative perspectives and then our own.

**More people — no problem perspective.** To some, population growth is no threat at all. To the contrary, it may actually contribute to economic development and higher living standards.

Julian Simon, author of *The Ultimate Resource*, is perhaps the best-known advocate of this position. Writing in *Science*, Simon argues that in industrial countries, additional people stimulate higher productivity. "Growing populations in third world countries also 'have a positive net effect on the general standard of living,' apparent only in the long term."<sup>6</sup> Simon and his supporters marshal largely historical evidence. If improvements in technology and productivity have surpassed growth in population so far, why not indefinitely, they ask.

While Simon's view is not widely accepted, his influence can be

easily detected in recent mainstream pronouncements on population. In 1986, a report by the National Academy of Sciences downplayed population as a problem, stating that "concern about the impact of rapid population growth on resource exhaustion has often been exaggerated."<sup>7</sup>

In our view, Simon's perspective must first be rejected on ethical grounds. It implies that the impact of population growth can be judged solely as to how it affects human well-being, ignoring any responsibility toward the integrity of the larger ecosystem. Second, its presumption that population growth isn't a problem because of infinite human ingenuity to discover replacements for any depleted resource is blind to the fact that the natural world is a delicate, interacting system, not merely an emporium of separate, replaceable parts. Simon fails to consider the possibility that our efforts to support ever larger numbers is destroying that delicate environmental balance. Because we reject this perspective's first premises, we do not examine it in depth.

**People-versus-resources perspective.** The much more widely held view, that which has shaped popular understanding since the 1960s, stands Simon's position on its head: people are pitted against finite resources and we're fast overrunning the earth's capacity to support us. In fact, current environmental degradation and hunger suggest that in some places we've already pushed beyond the earth's limits.

This conceptualization of the problem came vividly into popular consciousness with Paul Ehrlich's *The Population Bomb*, first published in 1968. Ehrlich convinced many people that fast-growing populations meant that we had reached the earth's limits to feed people. Ehrlich wrote:

The battle to feed all of humanity is over. In the 1970's the world will undergo famines — hundreds of millions of people are going to starve to death in spite of the crash programs embarked upon now.<sup>8</sup>



In *Famine* 1975<sup>8</sup>, published the year before Ehrlich's book, William and Paul Paddock warned that catastrophe was imminent.<sup>9</sup>

By the 1980s, emphasis within the people-versus-resources perspective was less on the danger of humanity simply running out of land to feed itself than on the destruction of the environment by expanding populations. Ehrlich's underlying assumptions have continued to hold sway in the popular consciousness. Perhaps the most widely read expression of this view today comes from the Worldwatch Institute in Washington D.C. In a 1986 Worldwatch publication, Lester Brown and Jodi Jacobson describe the threat of continuing high rates of growth:

Our contemporary world is being divided in two by demographic forces... In the... half where birth rates remain high, rapid population growth is beginning to overwhelm local life-support systems... leading to ecological deterioration and declining living standards.<sup>10</sup>

According to Brown and Jacobson, in many third world countries, this process is already well under way.<sup>11</sup>

An extreme version of this perspective is found in the work of biologist Garrett Hardin. He takes the answer to the question "What is the population problem?" a further step toward strict biological determinism. As the influential economist Thomas Malthus argued in the early nineteenth century, Hardin claims that our biology drives us to reproduce at a rate faster than our resources can sustain. Without government policies to prevent it, we are destined to overrun our resource base, with hunger the tragic outcome.<sup>12</sup>

For Hardin, of immediate concern is not the threat of global food shortage, but population-caused food shortages at the national and local levels. In his view, the populations of some countries have already overrun their biological "carrying capacities." To

Hardin, Ethiopia's repeated famines clinch his case.<sup>13</sup> His views are now echoed by some hard-line environmentalists, like Earth First! founder Dave Foreman.

This extreme neo-Malthusian view is generally discredited. But a soft-pedaled version — still posing people against resources as the essential problem — captures considerable media attention and dominates the popular understanding of the problem today.

Much of our prior work, especially *Food First* and *World Hunger: Twelve Myths*, is a refutation of this still-influential resources-versus-people perspective. We demonstrate the illogic of seeing population as a root cause of hunger when in so many cases population density and hunger are not demonstrably related. China, for instance, has only half as much cropped land per person as India, yet Indians suffer widespread and severe hunger while the Chinese do not. Sri Lanka has only half the farmland per person of Bangladesh, yet when effective government policies kept food affordable, Sri Lankans were considerably better fed than Bangladeshis. Costa Rica, with less than half of Honduras' cropped acres per person, boasts a life expectancy — one indicator of nutrition — fourteen years longer than that of Honduras, and close to that of the industrial countries.<sup>14</sup> And Cuba, which leads the third world in life expectancy, low infant mortality rates, and good nutrition, has a population density similar to Mexico's, where hunger is rampant.

This lack of a clear link between population density and hunger (highlighted in table 1) is a strong rebuttal to the people-versus-resources conception of the problem. Many other factors beyond sheer numbers obviously determine whether people eat adequately; among them are whether or not people have access to land to grow food, or have jobs providing them with money to buy it.

The same simplistic formulation must be rejected when it comes to environmental destruction. An obvious example is the ecolog-



**TABLE 1: Hunger and Population Density**  
(Acres of Cropland Per Person in 1980, Selected Countries\*)

	Significant Hunger	Less Hunger
<b>High</b>		
Burundi	.070	Singapore .007
Bangladesh	.25	Japan .10
El Salvador	.37	So. Korea .14
Haiti	.38	China .25
Rwanda	.47	Israel .26
		Mauritius .28
		No. Korea .31
		Sri Lanka .36
<b>Moderate</b>		
Philippines	.50	Venezuela .54
India	.60	Costa Rica .54
Guinea	.72	Malaysia .76
Mexico	.85	Cuba .80
Burkina Faso	.93	
Thailand	.93	
Nigeria	.97	
<b>Low</b>		
Honduras	1.15	Hungary 1.23
South Africa	1.17	Chile 1.24
Brazil	1.24	Uruguay 1.61
Afghanistan	1.28	United States 2.07
Angola	1.29	Argentina 3.11
Chad	1.68	

**SOURCE:** Adapted from Francis Urban and Thomas Vollrath, *Patterns and Trends in World Agricultural Land Use*, U.S. Department of Agriculture, Foreign Agricultural Economic Report no. 198, Washington D.C., 1984, table 2 (original data from the UN Food and Agriculture Organization).

\*Cropland consists of arable land and land in permanent crops.

ical havoc now being wrought in the Brazilian Amazon. The slash-and-burn agriculture of Brazilian peasants often gets the blame. But if land in Brazil were not the monopoly of the few—with 2 percent of the landowners controlling 60 percent of the arable land—poor Brazilians would not be forced to settle in the Amazon, destroying the irreplaceable rain forest. And surely the logging and cattle ranching, also destroying rain forests, reflect not population pressure but market demand for meat and wood by better-off consumers, largely in the industrial countries.

The social perspective. Fortunately, over the past two decades, an outline has emerged of a strikingly different answer to the question, "What is the problem?" It draws on the research of scores of anthropologists, sociologists, and economists. This newer perspective has taken hold in such varied institutions as the World Resources Institute, the Population Reference Bureau, the UN Fund for Population Activities, and the World Bank. In the 1980s, some from the food-versus-resources perspective, including the Worldwatch Institute, have acknowledged the findings of the social scientists.

The social perspective takes a look beneath the threat of populations overrunning resources to ask why third world populations are growing so fast, pointing to a complex interaction of economic, social, and cultural forces that keeps third world fertility high. They include the low status of women, the high death rates of children, and the lack of old-age security.

This perspective presents a powerful challenge to the people-versus-resources view in which growing populations deplete per capita resources, leading to hunger and environmental degradation. In the social perspective it is the realities of poverty that lead to both rapid population growth and hunger. High fertility becomes an effect more than a cause of poverty and hunger.

**The power-structures perspective.** Building on the previous work of the Institute for Food and Development Policy, in this report



we seek to synthesize crucial insights emerging from this social perspective, while pushing its analysis still further.

Peeling away another layer, we ask what lies behind the poverty and insecurity keeping birth rates high. In answering, we add a critical dimension without which we believe it is impossible to understand population patterns: *power*. By this we mean, very concretely, the relative ability of people to have a say in decisions that shape their lives, from those decisions made at the family level to those that are international in scope.

How society distributes power determines which human rights are acknowledged and protected. We find it most fruitful to view the varied forces keeping birth rates high as aspects of a systematic denial of essential human rights — understood to include not only political liberties, but access to life-sustaining resources and to educational and economic opportunity.

In our common search for solutions, we challenge all who are beginning to grasp the true social — rather than biological — roots of rapid population growth to follow through on the logical consequences of this deeper analysis. Unfortunately, it is in defining solutions that the promising social perspective falls flat. It describes the link between poverty and high fertility, but it fails to confront the forces that generate and perpetuate poverty.

The consequences are momentous. Ignoring the social roots of hunger while still trying to reduce birth rates leads almost inexorably to more coercive birth control technologies and programs that jeopardize people's health and self-determination.

Finally, we call for a shift in the entire debate about the population problem to incorporate insights emerging from environmentalists and from the land stewardship movement. Drawing on ancient insights from diverse cultures, they point to our much larger responsibility. We must halt human population growth not just to

insure the well-being of humanity but to restore the interdependent biotic community in which we human beings must learn to see ourselves as members not masters.







ME HORNELL  
PLANNING  
REGIONAL PLAN

39439 31-25

3 (C)

THE CHILD CARE TASK FORCE

MEMORANDUM

\*\*\*\*\*  
TO: All City and Region  
Library and Police Employees

YOUR FILE:

FROM: Fran Scott and Ken Robertson  
Co-Chair Child Care Task Force

OUR FILE:

SUBJECT: Child Care Task Force

DATE: 1991 November 27

This newsletter is to thank you for participating in the needs assesment survey; to inform you of the survey results; and to provide you with an update of the Task Force activities.

Survey Results

Approximately 21% of employees surveyed responded to the needs assessment.  
(1700 surveys out of 8000 were returned).

The needs assessment indicated strong support for programs, services and policies to assist families with their child care needs.

- \* 22.5% of respondents expressed a need for child care in the next two years
- \* 40% of respondents expressed an immediate need for child care
- \* 55% of respondents have children who are between the ages of 2 1/2 and 12

The complete survey is available from Jayne Munroe at Human Resources.

Respondents requested that the Task Force investigate:

- \* Information and Referral Services
- \* Emergency child care
- \* Education Services for Quality Care
- \* Daycare

Respondents requested that the Task Force investigate workplace policies such as:

- \* Compressed Work Week
- \* Part time employment
- \* Job Sharing
- \* Flex Hours

Many employees took the time to comment on their concerns surrounding child care. Some of the most frequent comments received are as follows: emphasis on quality care, extended hours, shift workers need, payroll deduction for child care costs. There was also concern that local taxes should not be increased to cover the cost of these programs. Overall there were many comments that child care was a much needed service for employees and their families, and that implementing services and programs will benefit the employer and the employee, increase staff morale, productivity, security and dedication.

The Child Care Task Force Needs Survey Report was prepared and presented to Hamilton City Council October 29, 1991, and to Hamilton-Wentworth Regional Council November 5, 1991. The following recommendations were passed:

1. That the Child Care Task Force needs assessment survey report be received and the results made known to all employees.
2. That the need for specific employee child care programs, services and policies be approved in principle.
3. That Council direct the Child Care Task Force to prepare a plan and budget for 1992 to continue its activities and that the Child Care Task Force be directed to investigate all funding sources for new programs, services and policies.

City Council also passed an additional recommendation as follows:

- 31 (d) That local taxes not be increased to cover the cost of these programs.

#### Task Force Activities

The Child Care Task Force has been very active in its review of options, funding, legislation and the employee needs assessment. We have liaised with Halton's Day Care and Ministry of Community and Social Services as well as attended conferences and reviewed literature. Many departments have donated staff time, supplies and resource to the activities to date. The Task Force wishes to thank all participating employees and departments.

The Task Force has been active in its support and promotion of the Hamilton Library Day Care. Any employees interested in the Day Care, located at 10 George Street (between Bay Street and Caroline Street), should call Lois Saunders at 522-9115.

For further information call Jayne Munroe, at 546-2550, or a Task Force Member:

#### Child Care Task Force Members

Judith Macanama, Library	(529-8111) x220
Mary O'Brien, Health	546-3630
Eric Tuck, HSR	-
Wendy Overbaugh, Health	546-3547
Bob Prouse, Regional Clerk	546-4140
Sylvia Renshaw, Ec Dev	546-4114
Ken Robertson, Police	546-4945
Fran Scott, Health	546-3501
Loretta Zajac, Cult. & Rec.	546-3943
Henry Merling, Alderman's Office	546-3929

#### Child Care Task Force Resource Persons

Julie Adamson, Information Systems
Rebecca Barrows, Support Services
Elizabeth Bourns, Human Resources
Donna Merritt, CUPE Local 167
Mary Faraway, Employment Services



# Task Force on Sustainable Development

economic, social and environmental planning for the future

3(d)

December 31, 1991

764.91.8

Dear fellow citizen:

**RE: Vision 2020: A draft vision for Hamilton-Wentworth**

The Chairman's Task Force on Sustainable Development was established by Regional Council to investigate the concept of sustainable development, as a way to coordinate and integrate planning, economic development, budgeting and other Regional decision making in the future. A major part of this mandate required the Task Force to consult widely with citizens.

For the past 18 months, the Task Force has been meeting with citizens in workshops, focus groups and at a major community forum, to find out where people think the Region should be headed in the future. Since July, the Task Force has been working hard to come to a consensus on a draft vision; one that can guide Hamilton-Wentworth to a sustainable future.

The document enclosed - Vision 2020 - is a draft released for public review and comment. The purpose of the vision is twofold: to guide Regional politicians and staff as decisions are made about our future; and, to serve as a way for citizens to check whether these decisions are on track. We would like you to review the vision and give us your comments, suggestions, criticisms and recommendations. Some of the things the Task Force would like to know include:

1. What is good about the vision?
2. What is missing from the vision?
3. Where and how can it be improved?
4. Is the vision too general?
5. How does your area(s) of concern or organization fit with the vision: are there specific ways we can work together to make the vision happen?



Regional Municipality of Hamilton-Wentworth  
119 King Street West, 14th. Floor, P.O. Box 910, Hamilton, Ontario, L8N 3V9 (416) 546-2195, Fax: 546-4364

The Task Force wants to see the draft vision become the object of spirited community debate. To help this along, we welcome requests for face to face meetings, to clarify the vision and foster informed discussion.

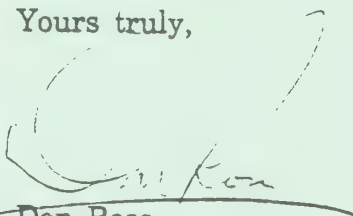
The Task Force will be holding formal public hearings in March, 1992, where individuals and groups will be able to make written or verbal presentations on the draft vision. We encourage you to review the draft and contribute your ideas to the process. You can do this by sending a written submission to the Task Force Coordinator at the address on this letter, or by calling either Mark Hornell (546-2195) or Mark Bekkering (546-2150), to arrange a presentation at the public hearings to be scheduled for March, 1992.

Once all public submissions have been received and reviewed, the Task Force will revise the vision and present it to Regional Council for adoption. The vision will then become the framework to guide Regional decision-making for planning, economic development and budgetary issues, as well as serve as the foundation for more work by the Task Force as we develop strategies to make the vision a reality.

As I mentioned earlier, citizens have been consulted and involved in all steps leading to the publication of this draft vision, and this process will continue. Citizen working groups recommended many specific ways to improve life in the region. These ideas will be picked up by the Task Force as implementation strategies are developed. Citizens and agencies will have more opportunity for involvement in strategy design, through the creation of strategy design teams as sub-committees of the Task Force. As well, final strategies to implement the vision will be presented for public review in late 1992, before going to Regional Council for consideration.

I encourage you to take part in this and upcoming opportunities to shape the future of your region, and speaking for the Task Force, we look forward to receiving your ideas.

Yours truly,



Don Ross  
Task Force Chairman

/encl.



# Vision 2020: The Sustainable Region

## An Overview

In the year 2020, Hamilton-Wentworth is home to approximately 1/2 million people, living in a region made up of compact urban core areas, surrounded by a rural landscape that includes productive farms, hamlets and a continuous network of natural areas.

We are an environmentally conscious community where the existence of all living things is cherished and where all can breathe fresh air, swim in clean streams and lakes and have ample opportunity to observe and experience the wonders of the natural world.

We are an economically, socially and culturally diverse community that encourages opportunities for individuals, reduces inequities and ensures full participation for all in community life.

We are a caring community that gives opportunity and support to all its members, including children, the aged, the physically and mentally challenged, immigrants and refugees. People live longer in good health.

Finally, we are a vibrant, vigorous community which builds on existing strengths and attracts wealth producing industries that work in partnership with government and the community to create a diverse, sustainable economy. Economic growth incorporates non-polluting, energy efficient and environmentally friendly industries, including traditional manufacturing industries that have been supported and helped to become environmentally sustainable. Industry, government and labour have great capacity for innovation in response to global economic change.

## The Landscape

The health and beauty of the countryside and townscapes are a source of great civic pride. A protected system of natural areas threads throughout the region, preserving and improving our natural heritage. This system of natural areas and connecting corridors allows wildlife to migrate, enhancing their chances of reproducing and finding food and shelter. A recreational greenway gives residents access to this system of natural areas, in ways that do not threaten ecological processes. Recreation and the needs of wildlife for a protected habitat co-exist.

As a community, we cherish a clean, healthy environment and work to prevent ecological degradation. Waste-reduction, energy-efficiency and respect for ecological systems characterize all aspects of community life and decision making, including government, business and industry. Citizens abide by environmental laws and regulations and help educate each other on ways of living in harmony with the natural world. We are a model for other communities in the way in which we integrate short-term economic benefits, long-term environmental and social costs, and indirect economic costs in our evaluation of public and private initiatives.

## Our Communities

Urban areas are laid out, and individual buildings designed and located, in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Urban development occurs within firm boundaries. Green

DRAFT



corridors bring nature into the city, giving people easy and convenient access to the open countryside, natural areas and continuous public open space along the bayshore and lakeshore. Our neighbourhoods are models of energy-efficiency, waste-reduction and respect for nature. Human needs for space, privacy, safety, and aesthetic appeal are fulfilled.

In the year 2020, we know our neighbours. We live in communities and neighbourhoods together with people of all ages and walks of life. Different kinds of activities and land uses are mixed closely together, so that we can walk to meet our daily needs for work, recreation and other services. Each neighbourhood has a central gathering place where essential services such as shopping, health care, education and recreation are clustered around an attractive, car-free common open space. This gives everyone an opportunity to participate in all aspects of community life. Each neighbourhood has a full range of housing types and prices allowing people to live in their communities throughout their lives. This is true also for former suburban industrial-business parks, which have been re-developed with homes and other activities mixed in with workplaces.

Hamilton-Wentworth is a warm and friendly place where people actively care for their community and are concerned for one another's welfare. The streets and public areas are safe at all times. Neighbourhoods have strong local identity. Residents actively participate in community life, to a large extent, controlling the pace and design of change. The decision-making process is easily understood and open to involvement by all. Politicians and public employees take the actions needed to achieve long-term community plans.

### Getting Around

An integrated public transportation system serves the entire region in an affordable, efficient, and accessible way. Clean forms of transportation predominate. Public streets are designed and managed (including signals and regulations) to accommodate comfortably and safely, public transit, cyclists, pedestrians and automobiles as complementary forms of transportation. The integrated transportation system gives access to all basic needs. Public transit provides all citizens with easy access to activity areas, as well as to neighbouring communities and cities via convenient and frequent inter-urban transit. Most people can walk or cycle to work because jobs and housing are near one another. Major roads have minimal noise and pollution impacts on adjacent lands, and follow routes that cause little damage to the natural and human environment.

### Quality of Life

In the year 2020, disease and disability are being progressively reduced. All of us achieve our full potential in a safe, non-violent environment. Everyone has adequate food, shelter, income and education. Everyone has a valued role to play in family, work and community. We have access to affordable and appropriate health care, regardless of geography, income, age, gender, or cultural background. Cultural institutions and activities are recognized and supported for their contribution to community life and economic health. Cultural institutions reflect our historical development and the contributions of our diverse population.

All of us take responsibility for our health, citizenship and public decision-making. As citizens, we are active participants in cooperative, region-wide community planning.



Government is coordinated, efficient and easily accessible. A well-educated, literate population is seen as a total community responsibility. Schools are leaders in effective learning and excellence in teaching. Lifelong learning is valued and supported across the community. All citizens are knowledgeable about sustainable development and quality of life issues. Our cultural institutions and groups advocate values consistent with environmental sustainability. Educational institutions instill sustainable values and citizens pursue sustainable lifestyles.

## **Livelihood**

A stable, flexible economy is achieved through the effective use and development of all community resources. This means not only land, capital equipment, and community services, but the continued improvement and retention of a skilled workforce. Economic strategies, set through a cooperative process involving citizens, industry, government, education and labour, include effective job-training and re-training programmes. Young adults find employment opportunities in the region.

The region is home to numerous firms that carry out research and development and manufacture in sustainable economic sectors. Successful companies are characterized by high production quality and worker productivity, and innovative employment practices such as on-site daycare, jobsharing, work-at-home arrangements, and cooperative, community-based job creation. These companies provide a solid tax base for the region. Business and industry actively participate with government in advanced skill training programmes, including programmes designed to enhance employment accessibility for the physically and mentally challenged. Firms are at the forefront of energy efficiency; and pollution control and prevention.

Hamilton-Wentworth is now home to a whole new economic sector based on the natural resources of the region. Burlington Bay is a base for nature-oriented tourism and recreation, that includes the Niagara Escarpment, waterfalls and Carolinian forest areas of the region. The harbour is a vibrant centrepiece for the community and is accessible, clean, and humming with diversity. Recreation co-exists with use of the harbour as an essential marine transportation link.

Agriculture, now considered a strategic community resource, is a vibrant part of the regional economy, which makes a valued contribution to our overall quality of life. The farming community is economically viable and environmentally sensitive, capable of supporting family farming operations that are competitive internationally. The farming community is in harmony with neighbouring urban areas using clean, organic urban waste to enhance the soil. Prime agricultural land is recognized by all citizens as irreplaceable and strong policies and programs ensure its continued use for food production. Moreover, agricultural soils are continuously improved through the widespread use of sustainable farm practices. Vacation farming ensures an enhanced profile for local agriculture.

## **Is This Your Vision?**

As you read **Vision 2020** think about what type of community you would like Hamilton-Wentworth to be thirty years from now. Does Vision 2020 match your vision of the future? What is missing? What should be changed or improved? We invite you to make your comments and views known to the Task Force.





# Task Force on Sustainable Development

economic, social and environmental planning for the future

3 (e)

January 2, 1992

Dear

Enclosed is a news release concerning the completion of the first draft of *VISION 2020*, a statement of the type of community Hamilton-Wentworth should be in the year 2020. Prepared by the Regional Chairman's Task Force on Sustainable Development, *VISION 2020* is a reflection of the views and concerns expressed by the residents of Hamilton-Wentworth.

The Task Force is now asking the people of Hamilton-Wentworth to comment and decide whether *VISION 2020* is an accurate presentation of what they feel Hamilton-Wentworth's future should be. Once all comments have been received *VISION 2020* will be revised and presented to Regional Council where it will become the guide to all Regional decision making and serve as the basis for the second half of the Task Force mandate as it develops strategies for making *VISION 2020* a reality.

Thank you for your attention concerning this matter.

Yours truly,

Mark Bekkering  
Policy Analyst  
Hamilton-Wentworth Planning and Development Department

MB:  
Attach.



Regional Municipality of Hamilton-Wentworth  
119 King Street West, 14th. Floor, P.O. Box 910, Hamilton, Ontario, L8N 3V9 (416) 546-2195, Fax: 546-4364

For immediate release.

**VISION 2020, a statement of the type of community Hamilton-Wentworth should be in the year 2020.**

HAMILTON, Ontario - January 3, 1992 - The Regional Chairman's Task Force on Sustainable Development, today, releases for community wide discussion, the first draft of "*VISION 2020*", a statement of the type of community Hamilton-Wentworth should be in the year 2020. The Task Force, comprising 15 citizens and 3 regional councillors, was established in 1990 by regional council at the request of the Regional Chairman to create a vision to guide future economic, environmental, and social decision-making for Hamilton-Wentworth. "*VISION 2020*" is a presentation of the views of the people of Hamilton-Wentworth as expressed to the members of the Task Force through an extensive consultation process.

The process leading to the development of "*VISION 2020*" has been a long but necessary one, as the members of Task Force set out to achieve the objective of reaching as many people as possible. Early in the mandate the Task Force hosted a series of community workshops where residents from Ancaster, Dundas, Flamborough, Glanbrook, Hamilton and Stoney Creek voiced their concerns and hopes for Hamilton-Wentworth's future. During the spring of 1991 the Task Force received assistance from 35 people who met with the Task Force members in 8 working groups. In June 1991, the Task Force sponsored a community forum where each working group presented their work and listened to the views of the over 200 forum participants. The Task Force also felt it was critical to involve people normally overlooked. Over 20 groups such as rural seniors, native groups, and recent immigrants expressed their views and concerns through a focus group process.



With the completion of the first draft of "VISION 2020" the Task Force is soliciting the views and comments of the people of Hamilton-Wentworth. Once all submissions are received, the Task Force will revise "VISION 2020" and present it to Regional Council. "VISION 2020" will guide all decision making in the Region and serve as the foundation for the second half of the Task Force mandate as it develops strategies to make the vision statement a reality.

Attached is copy of "VISION 2020". Already mailed to over 300 community organizations and groups, "VISION 2020" will receive wider public circulation as a newsletter in late January, 1992. People are being asked to make their views known either through written submissions or by attending public hearings being scheduled for the last week of March, 1992. Task Force members are also available to meet with any community group or organization wishing to discuss "VISION 2020".

- 30 -

**For more information contact:**

Mark Bekkering  
Policy Analyst  
Hamilton-Wentworth Planning and Development Department  
(416) 546-2150

**Task Force membership:**

Chairperson - Councillor Don Ross  
Vice Chairperson - Ms. Judith McCulloch  
Members - Councillor Terry Cooke, Councillor Dave Wilson, Mr. Sandy Adam, Dr. Susan French, Mr. Harvey Jardine, Mr. Peter Ashenhurst, Dr. Jerome Nriagu, Mr. John Michaluk, Ms. Lydia Goshgarian, Mrs. Gil Simmons, Dr. Robert Korol, Ms. Jeannette Walkem, Mr. Brian McHattie, Mr. Mark Boyak, Mr. Jim McDonald and Mr. Gavin Smuk.





## MEDIA RELEASE

3 (f)

LABOUR--EDUCATION--SOCIAL SERVICES--BUSINESS--GOVERNMENT  
Hamilton, Ontario

*MEDIA RELEASE: FOR RELEASE, TUESDAY, DECEMBER 10, 1991--8:00 A.M.*

### "PUTTING HAMILTON-WENTWORTH TO WORK: A CALL TO ACTION"

(An invitation to the Greater Hamilton Community from the Labour Market Constellation Network)

"A CALL TO ACTION" is a response to the recognized need for action to develop the Human potential in our community. It links this with the need for an economic strategy leading to wealth and job creation.

The authors of "A CALL TO ACTION" work in a variety of fields: labour, education, social services, business and government. They have addressed these serious issues as concerned citizen volunteers. They invite your response.

Their "CALL TO ACTION" is offered to the community as a contribution to the recovery of economic health in Hamilton-Wentworth. The Network participants view a return to economic health as an urgent community priority if high employment levels are to be attained and sustained. They also believe that for this to happen a high priority must be placed upon the development of human potential in the community.

The Network, today, releases to the community the result of their deliberations and analysis, carried out over several months, as an:

~~INITIATIONAL PROCESS FOR DISCUSSION, LEADING TOWARDS A FINAL PLAN(S)~~  
WHICH WILL BE A TRUE COMMUNITY EFFORT BASED UPON A SPIRIT OF COOPERATION.

Key elements of the discussion:

~~The call is for co-ordinated action -- not the creation of new organizations~~ It is anticipated that existing organizations and activities can be channelled in ways to increase effectiveness and achieve decisive results.

.../2

The proposals outlined are creative, innovative responses to critical community problems.

The proposed process allows for discussion by input from a broad spectrum of community players. The process is invitational in nature: Not the selling of a prescription.

~~The objective is to link HUMAN DEVELOPMENT STRATEGIES AND ECONOMIC DEVELOPMENT STRATEGIES on a co-operative community basis.~~

#### Mechanisms for concrete participation:

A simple means for feedback is available to facilitate reactions, suggestions, offers of help, ideas for change, solutions or any other thoughts that those who share the concerns of the Network feel are appropriate.

Members of the Network are individually available to discuss their points of view on the issues addressed, with any interested group or party.

Network participants have agreed to be available for media forums, editorial discussions, or other opportunities the community may consider appropriate to allow a full and active discussion of issues addressed.

While the issues addressed in "A CALL TO ACTION" are complex and long term in nature, it is the belief of the members of the Network that much is already being done to address them. More importantly, by martialling the community's resources, MUCH MORE CAN BE ACCOMPLISHED.

For more information on "A CALL TO ACTION" contact:

~~Barrie Boatman~~  
Executive Director,  
Social Planning and Research Council  
Phone: 522-1148  
and/or  
~~Barrie Boatman~~  
Boatman Associates  
Phone: 628-1397

#### Current Network participants:

Brian Adamczyk, Barrie Boatman, Tony Busseri, Ralph Button, Paul Byrne, Allan Greenleaf, Fred Hopkinson, Jane Howard, Lee Kirkby, Ray McCormick, Linda Moore, Wendy Newman, Mike Pennock, Dale Schenk, Mike Schuster, Ron Wallace.



ESTABLISHED 1846, Published at  
44 Frid Street, Hamilton, Ontario, L8N 3G3.  
Office at 534 Brant Street, Burlington, Ontario, L7R 2G8.  
Proprietor Southam Inc.

## A co-operative effort Getting to work

*"Community co-operation creates competitiveness."*

— from a new report, 'Putting Hamilton-Wentworth to Work: A Call to Action.'

High marks should be given to 16 professionals who volunteered to help steer Hamilton-Wentworth towards an economic recovery plan. In a co-operative effort, representatives of business, education, government, labor, and social services joined forces in the common cause of stimulating growth and jobs.

With as many as a quarter of its citizens depending on various government support programs, Hamilton-Wentworth is an economic underachiever. The region can't control external factors such as free trade or the tax policies of senior governments. However, the community can at least make sure it doesn't defeat itself by lack of effort, jurisdictional squabbles, and missed opportunities.

### Report is a step in right direction

The report is a step in bringing the key community players closer together, and reducing structural barriers to a healthier economy. Worthy goals —

such as improving the skills of Hamilton-Wentworth's workforce, making area businesses more competitive, and attracting new investment — are in everybody's interest. They should be approached in that spirit.

Citing more relevant education as a key to equipping people with the necessary skills, the report said Hamilton-Wentworth should strive to be a leader in Ontario. And that means increased co-operation among the three publicly-funded school boards, private schools, Mohawk College and McMaster University.

By its nature, the formal education structure involves duplication of effort and large administrative expenses. The question is, can we afford the status quo? The report implies that all of the players should be less concerned with their autonomy and more concerned with finding common agreement on effective instructional approaches, programs, and student performance expectations. More effective communications, meanwhile, are urged to inform people of the ongoing need for life-long learning amid rapid change.

3(9)

The report also urges educational institutions to play an integral role in developing an entrepreneurial spirit in the community. At the school boards, for example, guidance counsellors could present business ownership as a viable career option. At McMaster, the concepts and practice of business and entrepreneurship could be introduced into various courses. Business people should consider making more visits to our schools, colleges, and university.

There are many more ideas from the group, which suggests the region can adopt an action plan without creating any new organizations or bureaucracy. The initiative is a useful supplement to the economic strategy ideas being prepared by the region's task force on sustainable development and the review of the regional economic development department.

Sent to about 200 people in the region for reaction, the report also deserves strong support at Ottawa and Queen's Park. As largely industrial-based communities such as Hamilton struggle to regain their prosperity and compete more effectively, doubts are being raised about the traditional government approach of centralized economic and social programs, which may not reflect local conditions.

There are signs that the senior governments are recognizing that people in the community are best-positioned to identify regional economic needs and markets, and how to respond to them. This report tells the senior governments that Hamilton-Wentworth can be a leader in taking grassroots community action to create a model of effective economic teamwork.

## Fielding a team Well done!

It's a positive sign for Hamilton-Wentworth's economy in 1992 that a number of concerned people have come forward to offer their ideas on what can be done to get things moving again.

The professionals taking part in the 'Call to Action' report could just as easily have sat on the sidelines. It would also have been easy for the group, in examining difficult issues, to get log-jammed in disagreements about political philosophy. That didn't happen.

Whatever their background or expertise, the individuals on the panel worked together in recognition of the realities of the recession — and the need to develop more innovative economic strategies in the region.

The 'Call to Action' network is being spearheaded by Mike Pennock, executive director of the Social Planning and Research Council, and consultant Barrie Boatman, of Boatman Associates.

Other members of the panel deserve accolades for an impressive effort. They include:

Brian Adamczyk (labour), Tony Busseri (government), Ralph Button (business), Paul Byrne (education), Allan Greenleaf (education), Fred Hopkinson (education), Jane Howard (government), Lee Kirkby (business), Ray McCormick (business), Linda Moore (training), Wendy Newman (information), Dale Schenk (business/education), Mike Schuster (government), and Ron Wallace (business).





3(h)

## SUSTAINABLE DEVELOPMENT DEMONSTRATION PROJECTS (SDDPs)

The SDDP subcommittee has prepared this document as an attempt to satisfy the need for criteria developed from sustainable development principles in order to evaluate potential SDDPs.

At this juncture, we would like the other Task Force members to:

1. Review these criteria and be prepared to provide comments to the subcommittee on both the format and specific content of the document.

2. Provide direction to the subcommittee.

Where should we go from here with this concept?

Should we try this format out 'in house' using a specific project put forward by a regional government department?

OVERALL CRITERIA (taken from Hornell, Guiding principles for task force working groups, January 23, 1991)

1. All projects should aim for net environmental gain.

2. All projects should address environmental, social and economic impacts.

3. All projects should promote intra and inter-generational equity.

SPECIFIC PRINCIPLES AND THEIR INTERPRETATIONS AS QUESTIONS TO BE DIRECTED AT PROJECTS SEEKING TO BE SDDPs

(It is understood that not all principles will apply to all types of projects, however all projects should consider the implications of all 13 principles)

The following come from Brugmann, ICLEI principles:

1. RECYCLING

*"Ecosystems recycle by-products from one natural process as the inputs into other processes".*

Does this project produce products, by-products or waste?

If so, how are they recycled into another process or use?

2. INTEGRATION

*"... interdependent, linked, and connected. These are all ways of describing the principle of integration in natural systems. Ecosystems can be seen as a web in which the activities of one organism, or the outcome of one process, influences hundreds of other activities and processes".*

Can the project be integrated into what government departments, volunteer non-governmental groups or educational institutions are doing? How does it affect their existing programs - does it dovetail with them? Does it need to be adjusted to take their

programs into account or to enhance their programs? What can they do to play a role in the effectiveness or success of the project?

In what ways is the project itself integrated with the natural environment?

### 3. ELEGANCE

*"The satisfaction of multiple needs through a single, often simple action".*

Does your project satisfy more than one need or provide more than one benefit? If so, what are the needs and benefits (explain)? If not, can the project be altered to satisfy this principle?

### 4. SYNERGY

*"The term synergy describes a dynamic in natural systems whereby the interaction of individual parts creates a whole that is either greater than or qualitatively different from the sum of the parts".*

What is the positive synergy that the project achieves?

What methods have you devised for monitoring and assessing the cumulative impacts of your project on the Region as a whole?

### 5. ADAPTIBILITY

*More than at any time in human history, time and events are changing at such a rapid speed that it is necessary to remain flexible and to be able to adapt to new realities.*

Is your project flexible enough to be able to adapt to new and different needs in the future?

### 6. DIVERSITY

*"Just as genetic diversity increases the resiliency of an aquatic ecosystem or an urban park, cultural diversity in human ecosystems can provide perspectives on problems and cultural tools to help the overall community find appropriate solutions to its problems."*

Is your project a solution to a problem? If so, have you considered the perceptions of that problem held by other groups in Hamilton-Wentworth?

How do you think your solution would be perceived by these other groups?

Would it be helpful to the success of the project to form a partnership with other groups in the community?

### 7. CARRYING CAPACITY

*"All ecosystems have a certain capacity for alteration and for the absorption of human wastes. If the limits of this capacity are not understood, human communities can quickly destroy the ability of an ecosystem to provide the services upon which they depend". Like ecological systems, economic systems also have finite carrying capacities.*

In what ways have you considered the social, ecological and economic carrying capacity in this region as it relates to the



project?

Does your project exceed the carrying capacity?

What indicators are you using to monitor whether the carrying capacity has been exceeded?

The following group come from the Ontario Round Table on the Environment and the Economy's Challenge Paper:

#### 8. ANTICIPATION AND PREVENTION

"React and cure has proven to be economically, socially and environmentally expensive... requires that we deal with the underlying causes of the problem, not just the symptoms".

Have you anticipated the potential effects of your project?

What are they in terms of the three components of sustainable development - social, economic and environmental?

Do you consider your project to be addressing a problem at the fundamental or symptomatic level?

#### 9. FULL COST ACCOUNTING

"Market costs very rarely reflect the inclusion of environmental or social components ... to prevent overuse and exploitation, all prices ideally should incorporate environmental, social and resource depletion costs". On the other hand, there are benefits of projects that are not easily quantifiable or ordinarily recognized.

Have you taken the full costs of your project into account?

Additionally, have the full benefits been calculated with implementation of the project?

#### 10. INFORMED DECISION-MAKING

"There must be effective public participation in decision-making. Also, there must be a broader range of factors included in the planning stages of the decision-making process".

What role has the public played in the planning and finalization of your project design?

How did you integrate economic, social and environmental knowledge bases in developing your project?

#### 11. LIVING OFF THE INTEREST

"Such 'natural capital' (limited natural resources) must be replaced as it is depleted or else be reused or recycled. If not we will bankrupt ourselves just as surely as if we had spent all our financial resources".

Does your project contribute to the long-term maintenance of the region's natural capital?

Does your project embrace the 'doing better with less' concept of a Conservators Society?

**2.3 Affordable Housing Initiatives in The Regional Municipality of Hamilton-Wentworth**

A presentation will be made by Julie Bergshoeff.

Time allotted: 8:00 - 8:30 p.m.

**2.4 Proposed Implementation Team Topic Areas, Membership, and Work Plan**

Discussion for staff proposal.

Time allotted: 8:30 - 9:00 p.m.

**2.5 Demonstration Project Criteria (To be distributed at meeting)**

Review of staff report.

**3. FOR THE INFORMATION OF THE TASK FORCE**

- a) A New Year's Wish: Let's work together to preserve our world through sustainable development
- b) Environmental Information Pathfinders from Hamilton Public Library
- c) Recent media reports on VISION 2020
- d) Written submissions about VISION 2020 received as of January 31, 1992
- e) Various Associations submitting written or verbal presentations about VISION 2020
- f) Great Lakes Facts
- g) Sustainable Cities



**Chairman's Task Force  
on Sustainable Development**

**Agenda**

**February 12, 1992**

**4. OTHER BUSINESS**

Next Meeting:

Last week of March - Public Hearings on Vision 2020.  
Date and Time to be announced.

**5. ADJOURNMENT**





## MINUTES OF THE CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

The Chairman's Task Force on Sustainable Development met at 7:00 p.m. on Wednesday, January 15, 1992, in the 15th Floor, Committee Room, Regional Offices.

**Present:** Chairman (Councillor) D. Ross  
S. Adam, Dr. S. French, H. Jardine, R. Korol, J. McCulloch,  
J. McDonald, B. McHattie, J. Michaluk, G. Simmons, G. Smuk

**Absent with regrets:** Councillor T. Cooke - Another Commitment  
Councillor D. Wilson - City Business  
M. Boyak, P. Ashenhurst, L. Goshgarian, J. Nriagu

**Also Present:** M. Bekkering, B. Pearce, G. Wilson, N. Ragetlie, L. Piccioni,  
B. Poland, K. Pidsadny

1. a) **Declaration of Interest re: Municipal Conflict of Interest Act: (None)**
- b) **Minutes** of Chairman's Task Force on Sustainable Development Committee Meeting of December 11, 1991  
(Michaluk/Jardine) be adopted as presented.

**CARRIED**

- c) **Chairman's remarks**

Councillor Ross commented on his previous work schedule due to the November 1991 election. Members were appraised of their continued efforts.

## 2. BUSINESS ITEMS

### 2.1 Progress Report on Circulation of Draft Vision Statement

Mark Bekkering commented on the circulation of the Draft Vision Statement. There will be further distribution of the Statement in the January 25, 1992 Hamilton Spectator. Public input will be further initiated in open-house sessions scheduled for March 1992.

Gil Simmons commented on the style of presentation regarding the title/heading.

## 2.2 Options for Implementation Teams

Mark Bekkering addressed the issue of the work and time frame that the implementation teams will be conducting from February to June/July 1992. The final Task Force report should be forwarded to Council in December 1992. Members were reminded that the preparation of implementation team final reports are the responsibility of the Task Force members.

(McHattie/Simmons)

That Option No. 2, "Topical Approach", be the work plan to implement the Regional Vision Statement. **CARRIED**

## 2.3 Progress Report Presentations

### a) Regional Official Plan Review

Gary Wilson presented the Regional Official Plan Review to members. There are eight categories addressed in the Official Plan and they are growth, natural areas, transportation, physical services, economic development, housing, community well being and cultural historical and recreational resources. These categories are subject to change based on input received.

There are three phases for implementation and they are as follows:

- |      |  |                     |
|------|--|---------------------|
| i)   | Policy Development   | February/March 1992 |
| ii)  | Draft Official Plan in place   | November 1992       |
| iii) | Formal Approval Process<br>submitted to Minister of<br>Municipal Affairs | December 1992       |

### b) Watershed Planning Exercise

Norm Ragetlie addressed the Watershed Planning Exercise, Phase I. Staff advised how the watershed relates to the philosophy of Sustainable Development.

In brief, seven projects were identified as priority projects and they are as follows:



- i) streambed buffer programme
- ii) sub-watershed planning
- iii) wetlands - land use control study
- iv) Harbour Plan Review and Policy Coordinating
- v) Lake Ontario Waterfront Study Group
- vi) Greenspace Corridor Study
- vii) water budgeting

**c) Regional Economic Strategy Review**

Luc Piccioni addressed the issue of the future role of the Economic Development Department and the issue of its economic strategy.

The first phase of the economic strategy review began in November 1991, and will end March 1992. Phase II will commence from April 1992 until December 1992. Members were advised that there are three dates in connection with the Task Force. Those dates are as follows:

- i) March 1992
- ii) March to July 1992
- iii) August/September 1992

**2.4 The Hamilton Harbour Remedial Action Plan**

Ken Hall, Keith Rogers and Tom Muir, members of the Bay Area Restoration Council (B.A.R.C.), made presentations to Task Force members.

Members were advised that the draft report, dated December 1991, "The Remedial Action Plan for Hamilton Harbour" contains fifty recommendations addressing a plan to improve water quality and habitat in the Hamilton Harbour and Cootes Paradise to re-establish a healthy aquatic ecosystem and to improve the potential for more extensive recreational uses while maintaining its essential economic function.

This report was developed by a technical team and public advisory committee and Hamilton Harbour, RAP Stakeholders. This is a community-based proposal, not a government report.

The report is divided into three programmes:

- a) the historical element
- b) what to do with current discharges
- c) the future, to maintain the cleanup

Members were advised that there are bus tours planned for February 1992 and members will be invited to participate

**2.5 Report of the Sub-Committee on Sustainable Development Demonstration Project Criteria**

Attachment: Creating a Sustainable Society announcement

**3. FOR THE INFORMATION OF THE TASK FORCE**

That the following items be received:

- a) Planning a City's Health Care Vision
- b) "The Population Debate: What Set Off the Population Explosion?" by Frances Lappe and Rachel Schurman
- c) Memorandum on the results of the Child Care Task Force survey
- d) Copy of letter mailed to over 300 community agencies and groups announcing completion of "VISION 2020"
- e) Media Release announcing availability of "VISION 2020"
- f) Media Release announcing "A CALL TO ACTION", a report prepared by the Labour Market Constellation Network. Copies of the report can be obtained for those who are interested
- g) "A Co-operative Effort: Getting to Work" - The Hamilton Spectator, Monday, December 30, 1991, Page A6
- h) **Sustainable Development Demonstration Projects (SDDPs)**

Brian McHattie presented the sub-committee's project to members. This document, dealing with Sustainable Development Demonstration Projects establishes certain criteria that could be applied to any one regional project. The criteria presented dealt with the following:

- i) rails to trails
- ii) use of garbage as a fuel to generate electricity
- iii) methane gas collection from Upper Ottawa Landfill Site



**Regional Chairman's Task Force  
On Sustainable Development**

**Minutes**

**January 15, 1992**

Members suggested that this criteria be applied to a current project/programme and advise committee of staff's findings.

**4. OTHER BUSINESS**

Next Meeting: February 12, 1992

**5. ADJOURNMENT**

The meeting adjourned at 10:15 p.m.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary

10



Proposed Work Plan for

2.4

The Task Force on Sustainable Development

Implementation Teams

## **Proposed Implementation Team Mandate and Responsibilities**

The Task Force on Sustainable Development was given the mandate from Regional Council to develop a regional vision statement integrating economic, social and environmental goals and to design an implementation strategy to make the vision a reality. To assist in the creation of this sustainable development strategy, it is suggested that the Task Force establish seven implementation teams responsible for the following topic areas:

Agriculture, Rural Settlement and the Rural Economy,  
Economy, Livelihood and Workforce Education,  
Community Well-Being, Health and Quality of Life,  
Waste Management, Physical Services, and Urban Growth,  
Urban Design and Transportation,  
Cultural, Historical and Recreational Amenities, and  
Natural Areas and Natural Resources.

Each Implementation Team will be given the responsibility of reporting to the entire Task Force on the best tools for reaching the vision stated in "VISION 2020". Actions recommended by the Implementation Teams should also be guided by the four principles of sustainable development as set out by the Task Force. The four principles are:

- the fulfilment of human needs for peace, clean air and water, food, shelter, education, and useful and satisfying employment;
- the maintenance of ecological integrity through careful management, rehabilitation, reduction in wastes and protection of diverse and important natural species and systems;
- provision for self-determination through public involvement in the definition and development of local solutions to environmental and development problems; and
- achievement of equity with the fairest possible sharing of limited resources among contemporaries and between our generation and our descendants.

The Implementation Team reports should be presented to the full Task Force in July 1992. The actions recommended by the Implementation Teams can be directed at Regional Government and its policies and departments plus the Area Municipalities, Provincial Government, Federal Government, and other bodies such as conservation authorities and school boards. Once the Implementation Teams reports are finished the Task Force will then combine the recommendations into one comprehensive strategy for achieving the sustainable community envisioned in "VISION 2020".



### Responsibilities:

Task Force Members will be responsible for all activities associated with being chairperson for their respective Implementation Team. This includes activities such as running the meetings, ensuring discussion remains on topic, and assigning work to group members. Preparation of the Implementation Team's final report will be the responsibility of the Task Force members in cooperation with other implementation team members.

Implementation Team Members including regional staff will be expected to contribute their ideas and expertise to making recommendations on how best to achieve the statements of "VISION 2020". Members will be required to research the topic area plus take on some of the responsibility of writing the final report. Regional staff will have the added responsibility of providing when possible information on existing government policies, activities and regional department mandates.

The Staff coordinator will be responsible for the arrangement of meeting locations, keeping a record of all discussions, printing of the final report and keeping the group informed of the activities of other implementation teams. Due to the increased involvement of Regional staff efforts will be made to hold as many of the meetings as possible during the day (ie. lunch hour 12-2, late afternoon 4-6).

### **Proposed Implementation Team Membership and Scope**

The remainder of this report outlines the possible membership for each implementation team, background readings, and the scope as defined in "VISION 2020". Also proposed is a workplan outlining key dates or stages in the implementation team process. An outline or guide for what each implementation team's final report should contain is also presented.

The suggested membership is based on the membership of the original working groups and current regional department roles. Revisions and additions to the implementation team membership will be made during Task Force discussions at the February 12, 1992 meeting. Each implementation team should try to have a maximum membership of ten people. It is not necessary to involve every expert known as a team member. People can be invited to make informal presentations either verbally or written to the implementation teams and in this way make their views known to the team.

## 1. Agriculture, Rural Settlement and the Rural Economy

### Suggested Membership:

Task Force members: Gavin Smuk  
Judith McCulloch

Former Working Group: Philip Ashmore  
Joanne Hunt

Staff coordinator: Gary Wilson

New People: Town of Flamborough - Dave Braden  
Township of Glanbrook - Helen Bell  
Ministry of Ag & Food - Scott Oliver  
Regional Planning - David Godley  
Regional Planning - Norm Ragetlie  
Economic Development Dept. - Sylvia Renshaw

### Required reading:

Final Report of the Working Group on Food and Agriculture.  
Discussion Paper #6, Food, Rural Land Use and the Agricultural Economy.  
The Remedial Action Plan for Hamilton Harbour, Draft.  
Background Paper #1, Government in Hamilton-Wentworth.  
Summary Reports #1, #2, and #3 on results of public consultation.

### VISION 2020:

*Agriculture, now considered a strategic community resource, is a vibrant part of the regional economy, which makes a valued contribution to our overall quality of life. The farming community is economically viable and environmentally sensitive, capable of supporting family farming operations that are competitive internationally. The farming community is in harmony with neighbouring urban areas using clean, organic urban waste to enhance the soil. Prime agricultural land is recognized by all citizens as irreplaceable and strong policies and programs ensure its continued use for food production. Moreover, agricultural soils are continuously improved through the widespread use of sustainable farm practices. Vacation farming ensures an enhanced profile for local agriculture.*



## 2. Economy, Livelihood, and Workforce Education

### Suggested Membership:

Task Force Members: John Michaluk  
Sandy Adams

Former Working Group: Joseph Dal Ferro  
Carlo DiGiacinto  
Peter O'Hagan

Staff Coordinator: Luc Piccioni

New Members: Economic Development Dept. - Scott Galbraith  
Labour Market Constellation - Barrie Boatman,  
Linda Moore  
Social Services Department - Rosemary Foulds, Jim  
Boles  
SPRC - Don Jaffray  
MacMaster Placement Services - ?  
Regional Planning - Rob Amos

### Required Reading:

Final Report of the Working Group on Economy, Livelihood and Education.  
Final Report of the Working Group on Community Well-Being, page 8.  
Final Report of the Working Group on Human Health.  
Discussion Paper #2, Workforce, Education and Human Development.  
Discussion Paper #5, Economic Base and Livelihood.  
Putting Hamilton-Wentworth to Work: A Call to Action.  
Employment Trends, 1982 & 1990, Hamilton-Wentworth.  
Building on Strength - Realizing Opportunity: An Economic Strategy, 1986.  
Background Paper #1, Government in Hamilton-Wentworth.  
Summary Reports #1, #2, and #3 on results of public consultation.

### VISION 2020:

*A stable, flexible economy is achieved through the effective use and development of all community resources. This means not only land, capital equipment and community services, but the continued improvement and retention of a skilled workforce. Economic strategies, set through a cooperative process involving citizens, industry, government, education and labour, include effective job-training and re-training programmes. Young adults find employment opportunities in the region.*

*The region is home to numerous firms that carry out research and development and manufacture in sustainable economic sectors. Successful companies are characterized by high production quality and worker productivity, and innovative employment practices such as on-site daycare, jobsharing, work-at-home arrangements, and cooperative, community-based job creation. These companies provide a solid tax base for the region. Business and industry actively participate with government in advanced skill training programmes, including programmes designed to enhance employment accessibility for the physically and mentally challenged. Firms are at the forefront of energy efficiency and pollution control and prevention.*

*Hamilton-Wentworth is now home to a whole new economic sector based on the natural resources of the region. Burlington Bay is a base for nature-oriented tourism and recreation, that includes the Niagara Escarpment, waterfalls and Carolinian forest areas of the region. The harbour is a vibrant centrepiece for the community and is accessible, clean, and humming with diversity. Recreation co-exists with use of the harbour as an essential marine transportation link.*

*Agriculture, now considered a strategic community resource, is a vibrant part of the regional economy, . . . .*



### 3. Waste Management, Physical Services and Urban Growth

#### Suggested Membership:

Task Force Members: Bob Korol  
Jim MacDonald

Former Working Group: Deborah Kemmler  
Kathy Disher  
Dave Robinson  
Larry Vander Pol  
Dr. Oliver Wesley-James

Staff coordinator: Doug Frost

New Members: Environmental Services - Peter Dunn, Phil King  
Public Health Department - Bill Hunter  
Remedial Action Plan - Keith Rogers  
Regional Planning - Julie Bergshoeff  
Town of Ancaster - Mel Ivio  
Local Planning - ?

#### Required Reading:

Final Report of the Working Group on Ecosystem Integrity.  
Final Report of the Working Group on Community Design, pages 20 - 22.  
Final Report of the Working Group on Human Health.  
Discussion Paper #4, Transportation, Physical Services and Land Use.  
Discussion Paper #9, Energy, Waste and Resource Consumption.  
State of the Environment 1990: Summary Report.  
The Remedial Action Plan for Hamilton Harbour, Draft.  
Background Paper #1, Government in Hamilton-Wentworth.  
Summary Reports #1, #2, and #3 on results of public consultation.

#### VISION 2020:

*As a community, we cherish a clean, healthy environment and work to prevent ecological degradation. Waste-reduction, energy-efficiency and respect for ecological systems characterize all aspects of community life and decision making, including government, business and industry. Citizens abide by environmental laws and regulations and help educate each other on ways of living in harmony with the natural world. We are a model for other communities in the way in which we integrate short-term economic benefits, long-term environmental and social costs, and indirect economic costs in our evaluation of public and private initiatives.*

*Urban areas are laid out, and individual buildings designed and located, in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Urban development occurs within firm boundaries. Green corridors bring nature into the city, giving people easy and convenient access to the open countryside, natural areas and continuous public open space along the bayshore and lakeshore. Our neighbourhoods are models of energy-efficiency, waste-reduction and respect for nature. Human needs for space, privacy, safety, and aesthetic appeal are fulfilled.*



#### 4. Urban Design and Transportation.

##### Suggested Membership:

Task Force Members: Mark Boyak  
Jeannette Walkem  
Gil Simmons

Former Working Group: Brian McKibbin  
Anne Redish  
Steve Ostrowski  
Dr. George Stone  
Rita Michael (suggest move to cultural)

Staff coordinator: Mark Bekkering

New Members: Transportation Department - Bill O'Brian  
Roads - John van der Mark, ~~Pam Hubbard~~  
Local Planning - Paul Mallard/Bill Janssen/John Sakala  
City of Stoney Creek - Ron Marini

##### Required reading:

Final Report of the Working Group on Community Design.  
Final Report of the Working Group on Economy, Livelihood and Education, pages 7 - 8.  
Final Report of the Working Group on Community Well-Being, page 9.  
Final Report of the Working Group on Human Health.  
Discussion Paper #3, Community Design.  
Discussion Paper #4, Transportation, Physical Services and Land Use.  
Background Paper #1, Government in Hamilton-Wentworth.  
Summary Reports #1, #2, and #3 on results of public consultation.

##### VISION 2020:

*Urban areas are laid out, and individual buildings designed and located, in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Urban development occurs within firm boundaries. Green corridors bring nature into the city, giving people easy and convenient access to the open countryside, natural areas and continuous public open space along the bayshore and lakeshore. Our neighbourhoods are models of energy-efficiency, waste-reduction and respect for nature. Human needs for space, privacy, safety, and aesthetic appeal are fulfilled.*

*In the year 2020, we know our neighbours. We live in communities and neighbourhoods together with people of all ages and walks of life. Different kinds of activities and land uses are mixed closely together, so that we can walk to meet our daily needs for work, recreation and other services. Each neighbourhood has a central gathering place where essential services such as shopping, health care, education and recreation are clustered around an attractive, car-free common open space. This gives everyone an opportunity to participate in all aspects of community life. Each neighbourhood has a full range of housing types and prices allowing people to live in their communities throughout their lives. This is true also for former suburban industrial-business parks, which have been re-developed with homes and other activities mixed in with workplace.*

*Hamilton-Wentworth is a warm and friendly place where people actively care for their community and are concerned for one another's welfare. The streets and public areas are safe at all times. Neighbourhoods have strong local identity. Residents actively participate in community life, to a large extent, controlling the pace and design of change. The decision-making process is easily understood and open to involvement by all. Politicians and public employees take the actions needed to achieve long-term community plans.*

*An integrated public transportation system serves the entire region in an affordable, efficient, and accessible way. Clean forms of transportation predominate. Public streets are designed and managed (including signals and regulations) to accommodate comfortably and safely, public transit, cyclists, pedestrians and automobiles as complementary forms of transportation. The integrated transportation system gives access to all basic needs. Public transit provides all citizens with easy access to activity areas, as well as to neighbouring communities and cities via convenient and frequent inter-urban transit. Most people can walk or cycle to work because jobs and housing are near one another. Major roads have minimal noise and pollution impacts on adjacent lands, and follow routes that cause little damage to the natural and human environment.*



## 5. Cultural, Historical and Recreational Amenities

### Suggested Membership:

Task Force Members: ? (formerly Don Granger and Don Lamont)  
Lydia Goshgarian  
another Task Force member ?

Former Working Group: Don MacVicar  
Helene Fallen  
May Toth

Staff coordinator: Mark Hornell

New Members: Local Planning - Nina Chapple  
Local Recreation Depts. - Marilyn Havelka  
Regional Arts Council - Elizabeth Robinson  
HECFI - Gab Macaluso  
Creative Arts Council - Bill Powell

### Required reading:

Final Report of the Working Group on Culture and Learning.  
Final Report of the Working Group on Human Health.  
Discussion Paper #3, Community Design.  
Background Paper #1, Government in Hamilton-Wentworth.  
Summary Reports #1, #2, and #3 on results of public consultation.

### VISION 2020:

*Cultural institutions and activities are recognized and supported for their contribution to community life and economic health. Cultural institutions reflect our historical development and the contributions of our diverse population.*

*All citizens are knowledgeable about sustainable development and quality of life issues. Our cultural institutions and groups advocate values consistent with environmental sustainability. Educational institutions instill sustainable values and citizens pursue sustainable lifestyles.*

## 6. Natural Areas and Natural Resources.

### Suggested Membership:

Task Force Members: Brian McHattie  
Peter Ashenhurst

Former Working Group: Donna Eaton  
Don Fraser  
Clyde Johnson

Staff coordinator: Julie Bergshoeff

New Members: Hamilton Conservation Authority - Scott Konkle  
Other Conservation Authority - ?  
Ministry of Natural Resources - ?  
Local Parks Depts. - Bob Christain  
Ministry of Environment - Chris Led, Archie  
Fish and Wildlife Restoration Project - John Hall  
Regional Planning - Norm Ragetlie/Doug Frost

### Required reading:

Final Report of the Working Group on Natural Areas.  
Final Report of the Working Group on Ecological Integrity.  
The Remedial Action Plan for Hamilton Harbour, Draft.  
Discussion Paper #8, Greenspace and Natural Areas.  
Background Paper #1, Government in Hamilton-Wentworth.  
Summary Reports #1, #2, and #3 on results of public consultation.

### VISION 2020:

*The health and beauty of the countryside and townscape are a source of great civic pride. A protected system of natural areas threads throughout the region, preserving and improving our natural heritage. This system of natural areas and connecting corridors allows wildlife to migrate, enhancing their chances of reproducing and finding food and shelter. A recreational greenway gives residents access to this system of natural areas, in ways that do not threaten ecological processes. Recreation and the needs of wildlife for a protected habitat co-exist.*



## 7. Community Well-Being, Health and Quality of Life

### Suggested Membership:

Task Force Members: Susan French  
Harvey Jardine  
Jerome Nriagu (on 6 month sabbatical)

Former Working Group: Peter Hoyle  
James Winn  
(Helen Geagen, David Caulfield)  
Diane Dent  
William Paterson  
Bert Phillips  
Alan Schrock  
Deborah Welland

Staff coordinator: Carmen Bian (Social Services Dept.)

New members: Health of the Community - Doug Sider, Maggie Fischbuch.  
District Health Council - Marion Emo  
Health Working Group for the R.O.P. - ?  
SPRC - Gloria DeSantis  
Regional Planning - Mark Bekkering

### Required Reading:

Final Report of the Working Group on Community Well-Being.  
Final Report of the Working Group on Human Health.  
Discussion Paper #10, Poverty, Social Equity and Community Well-Being.  
Discussion Paper #11, Population Health and the Health Care System.  
Background Paper #1, Government in Hamilton-Wentworth.  
Summary Reports #1, #2, and #3 on results of public consultation.

## VISION 2020:

*In the year 2020, disease and disability are being progressively reduced. All of us achieve our full potential in a safe, non-violent environment. Everyone has adequate food, shelter, income and education. Everyone has a valued role to play in family, work and community. We have access to affordable and appropriate health care, regardless of geography, income, age, gender, or cultural background. Cultural institutions and activities are recognized and supported for their contribution to community life and economic health. Cultural institutions reflect our historical development and the contributions of our diverse population.*

*All of us take responsibility for our health, citizenship and public decision-making. As citizens, we are active participants in cooperative, region-wide community planning. Government is coordinated, efficient and easily accessible. A well-educated, literate population is seen as a total community responsibility. Schools are leaders in effective learning and excellence in teaching. Lifelong learning is valued and supported across the community. All citizens are knowledgeable about sustainable development and quality of life issues. Our cultural institutions and groups advocate values consistent with environmental sustainability. Educational institutions instill sustainable values and citizens pursue sustainable lifestyles.*



## **Suggested Implementation Team Timetable**

**February 25 to 28 - Meeting 1**

**Purpose:** Identify relevant material from VISION 2020 and from working group reports. Define the scope of exploration for the implementation team. Assign research tasks to each member.

**March 9 to 13 - Meeting 2**

**Purpose:** Agreement on scope. Identify the current situation from Discussion Papers, working group reports and other research material.

**March 23 to 27 - Task Force holds public meetings on VISION 2020.**

**April 6 to 10 - Meeting 3**

**Purpose:** Any changes to scope according to public meetings. Initial discussions on what the roadblocks are between the current and desired state.

**April 15 - Full Task Force Meeting (revisions to VISION 2020)**

**April 20 to 24 - Meeting 4**

**Purpose:** Continued discussions. Mechanisms for achieving the desired state.

**May 4 to 8 - Meeting 5**

**Purpose:** First attempt at writing specific recommendations for achieving the desired state.

**May 13 - Full Task Force Meeting**

**May 18 to 22 - Meeting 6**

**Purpose:** Preparation of first draft of final report to be presented to the full Task Force.

June 8 to 12 - Meeting 7

Purpose: Final revisions of final report to be presented to the Task Force.

June 17 Full Task Force Meeting.

Purpose: Presentation of final reports by the implementation teams.

June 29 to July 3 - Meeting 8 (final implementation team meeting)

Purpose: Revisions, if any, to final report.

July 15 Full Task Force Meeting.

Purpose: Initial discussions on combining seven implementation team reports into one comprehensive strategy for presentation to Regional Council in December.



Proposed outline of the

FINAL REPORT  
OF  
THE IMPLEMENTATION TEAM  
ON

-----

Prepared for

The Regional Chairman's Task Force on  
Sustainable Development

July 1, 1992

## PREFACE

This report is one of seven prepared for the Regional Chairman's Task Force on Sustainable Development. The Task Force on Sustainable Development has a mandate from Regional Council to develop a regional vision statement integrating economic, social and environmental goals and to design an implementation strategy to make the vision a reality. Councillor Don Ross, Chairman of the Economic and Development Committee, is its Chair.

In operation since the fall of 1990, the Task Force through an extensive consultation with the citizens of Hamilton-Wentworth prepared "VISION 2020", a statement of the type of community Hamilton-Wentworth should be in the year 2020. With the completion of "VISION 2020" in May, 1992 the Task Force moved into the second phase of its mandate, the development of an implementation strategy to make the vision a reality.

To assist in the creation of its implementation strategy the Task Force organized seven implementation teams around specific topic areas. These being:

- Agriculture, Rural Settlement and the Rural Economy,
- Economy, Livelihood and Workforce Education,
- Community Well-Being, Health and Quality of Life,
- Waste Management, Physical Services, and Urban Growth
- Urban Design and Transportation,
- Cultural, Historical and Recreational Resources, and
- Natural Areas and Natural Resources.

Each implementation team was charged with the responsibility of reporting to the full Task Force on the best tools for reaching the vision stated in "VISION 2020". Proposed actions were also guided by the four principles of sustainable development as set out by the Task Force. The four principles are:

- the fulfilment of human needs for peace, clean air and water, food, shelter, education, and useful and satisfying employment;
- the maintenance of ecological integrity through careful management, rehabilitation, reduction in wastes and protection of diverse and important natural species and systems;
- provision for self-determination through public involvement in the definition and development of local solutions to environmental and development problems; and
- achievement of equity with the fairest possible sharing of limited resources among contemporaries and between our generation and our descendants.



Through a combination of research and informal meetings with appropriate individuals, groups and agencies each implementation team prepared a report which outlines the current state of their topic area, the desired state from "VISION 2020", the obstacles between the current and desired state and the required actions needed to achieve the desired state. Recommended actions are directed not only at Regional Government and its departments and policies but also the area municipalities, the provincial and federal governments, and other appropriate bodies such as conservation authorities and school boards.

The implementation team final reports were presented to the full Task Force in July 1992. The Task Force will then combine the recommendations of each implementation team into one comprehensive strategy for achieving the sustainable community envisioned in "VISION 2020".

## **1.0 What we Want!**

The purpose of this report is to present a strategy for achieving the goals of "VISION 2020" in the ----- topic area. Related to our topic area "VISION 2020" makes the following statements about the future state of Hamilton-Wentworth: . . . . .

## **2.0 The Current State**

Brief description of the current situation. (For a brief example see introduction of the final report of the working group on food and agriculture).

## **3.0 What's Stopping Us?**

Identify the roadblocks preventing the achievement of the desired community.

For example: current legislation is inappropriate, or public resistance to change, or current organizational structures prevent integration, or too many chiefs (area municipalities, regional government, conservation authorities, niagara escarpment commission, harbour commission, provincial bodies, etc.), or poor information with which to make decisions, or inadequate funding allocations, or so on.

## **4.0 How to Get There!**

Specific policy and program recommendations. Highlight changes that would need to be made, financial costs when possible, body responsible for implementation, and rational for recommendation (rational can include research, public consultation results, etc., (for example see the final report of the working group on community design)). Probably appropriate to set both immediate and long term goals for implementation. What needs to change today and what could be changed over a period of time. If possible prioritize recommendations in order of felt importance. Remember recommendations can be directed beyond the scope and mandate of Regional Government.

### **Appendix - Implementation Team Process**

Number of meetings held, people and organizations met with, research work done and so on.

(For example see pages 1 - 2 of the final report of the working group on the economy, livelihood and education).





WELCOME BIENVENUE

3.0 (a)

## A NEW YEAR'S WISH

Let's work together to preserve our world through sustainable development

## UN SOUHAIT DURABLE

Que 1992 nous rapproche encore plus d'une réconciliation entre économie et écologie

**A** New Year always seems to offer hope that the future will be both a time of opportunity and of accomplishment. As we look ahead to 1992, there is an immense challenge confronting all citizens of the world: we must strive to strengthen the increasing interdependence between industrial growth and environmental restoration.

It is becoming ever more evident that continuous wealth creation, particularly in North America and Europe, is necessary to finance the economic and ecological rehabilitation of many of the world's regions. Yet this growth must be achieved in an environmentally responsible manner.

A recent policy paper from the Business Council on National Issues stated that "sustainable development seeks to ensure that environment and development are mutually supportive at the front end of the cycle when societal goals and policies are being set," not at the tail end after damage has already occurred.

Corporations today are no longer asking whether they can reconcile environment with the bottom line. The question now is how best to accomplish it. As we work toward an answer, we will create a new economy marked by people producing more goods, services, jobs and income while using less energy and fewer materials and resources.

For corporations, protecting and enhancing the environment has become a strong source of competitive advantage. Perhaps most importantly, it rewards all those involved with the knowledge that they are doing something to preserve our world.

May I wish for each of you a year not only filled with growth and positive change, but one in which the future of our world is made stronger through a commitment to the environment and sustained development. ☉

**L**e début d'une nouvelle année semble toujours offrir l'espoir d'un avenir meilleur et prometteur.

Au seuil de l'année 1992, les habitants de la planète ont un défi de taille à relever: assurer une harmonie croissante entre le développement économique et la remise en état de l'environnement.

Il est de plus en plus manifeste que la richesse produite, particulièrement en Amérique du Nord et en Europe, doit pouvoir subvenir à la remise en état de l'environnement de nombreuses régions du monde.

Récemment, dans une déclaration de principes, le Conseil canadien des chefs d'entreprises affirmait que le but du développement viable est d'assurer qu'environnement et développement soient traités au moment de l'élaboration des objectifs et des politiques, et non, après coup. En d'autres termes, le développement viable reconnaît que l'économie mondiale et l'écologie sont interreliées.

Aujourd'hui, les entreprises ne se demandent plus si elles peuvent concilier environnement et résultats financiers. Elles cherchent le meilleur moyen d'y parvenir.

C'est ainsi qu'est née une économie, caractérisée par une production accrue de biens, de services, d'emplois et de revenus, qui utilise avec parcimonie de l'énergie, des matériaux et des ressources plus propres.

Pour les entreprises qui ont reconnu cette mutation, la protection et la mise en valeur de l'environnement sont devenues, plus qu'une obligation coûteuse une source indéniabla d'avantages au niveau de la compétitivité. Mieux encore, cela donne aux personnes qui oeuvrent dans ces entreprises la conscience qu'elles travaillent à la sauvegarde de la planète.

Sur ces pensées, je vous souhaite une année remplie de changements bénéfiques, une année où l'avenir du monde sera mieux assuré grâce à notre engagement individuel et collectif à préserver l'environnement. ☉



CLAUDE I. TAYLOR OC

Chairman,  
President and CEO  
Air Canada  
Président du Conseil,  
président et chef  
de la direction





3.0 (5)

# HAMILTON PUBLIC LIBRARY

CC. M. [unclear]  
[unclear]

55 YORK BOULEVARD, BOX 2700, STATION A. Envoy Address: HAM.PUB.LIB.  
HAMILTON, ONTARIO L8N 4E4 Tel: (416) 529-8111, Fax: (416) 529-5326

January 10, 1992

Committee Secretary  
Task Force on Sustainable Development  
Regional Municipality of Hamilton-Wentworth  
Regional Clerk's Department  
119 King Street West L8P 4T9

Dear Committee Secretary:

Earlier this year, I sent to your organization the first two items in a new series of Environmental Information Pathfinders issued by Hamilton Public Library. These pathfinders provided approaches to environmental issues for consumers and environmental law and policy in Canada.

I am pleased to enclose seven new pathfinders on topics for which we have experienced much demand:

Air, Water, and Noise Pollution  
Alternative Energy Sources  
Endangered Species  
Environmental Groups in the Hamilton Area  
Environmental Information in the Urban/Municipal Collection  
Global Warming  
Hazardous Substances

Although these Pathfinders relate particularly to Hamilton Public Library, the approach to finding environmental information is intended to be transferable to other library collections. We hope you find them useful in locating information and welcome your reaction to the series.

As noted on each of the pathfinders, please contact me to contact our Information Staff for Environmental Information.

Sincerely,

*Wendy Newman*

Wendy Newman  
District Coordinator, Adult Ed.

Hamilton Public Library

LIBRARY BOARD: VICE CHAIR: Judith MacGillivray

LIBRARY BOARD: Chairperson: Margaret MacGillivray, Vice Chairperson: John Syke,  
Linda Church, Perce Diebel, Jackie Isbester, Doreen Johnson, Alderman William McCulloch, Tom Radigan,  
Michael Riley, Peter Rogers, Alderman David Wilson



# ENVIRONMENTAL INFORMATION IN THE URBAN/MUNICIPAL COLLECTION

Hamilton Public Library



City of Hamilton and Hamilton Public Library staff can help you find the federal and provincial governments related to your interests. Environmental information is available from a variety of sources. Remember to ask for help from staff. They will help you find maps and other documents.

## I. COMMITTEES AND TASK FORCES

### CA30NHWA09 - Agenda/Minutes of the Engineering Services Committee of Council

The Engineering Services Committee is responsible for water supply and distribution, the sewer system, solid waste disposal and treatment, and solid waste disposal. Specific issues regularly discussed by this committee include:

- 1) recycling
- 2) the transfer and storage of PCB wastes
- 3) the storage and disposal of hazardous waste
- 4) the Regional Environmental Management Plan for former landfill sites
- 5) the Water Demand Control Program
- 6) the Woodmere Basin Remediation Program
- 7) composting
- 8) the Leach Mosses Remediation Program
- 9) the Household Hazardous Waste Cleanup Program
- 10) MISA (Municipal/Industrial Strategy for Assessment) initiatives to reduce water pollution
- 11) the Glenbrook land fill site
- 12) SWARD, the regional solid waste reduction facility
- 13) the Woodward Avenue pollution control facility
- 14) the Industrial Waste Reduction Program

### CA30NHWA25 - Agenda/Minutes of the Environmental Task Force on Sustainable Development

The Task Force on Sustainable Development is responsible for exploring avenues of economic development that are in harmony with the environment.

### CA30NHWA25 - Agenda/Minutes of the Advisory Committee on Environmental Issues

The Advisory Committee on Environmental Issues is responsible for exploring environmental issues and supporting environmentally friendly programs to Regional Council.

### CA40NHBA05 - Agenda/Minutes of the Keep Hamilton Clean Citizens Committee of Council

The Keep Hamilton Clean Committee works to educate the public about littering. Organizes litter clean-up events and takes action on dumping and illegal parking. A special project for 1991 was the publication of a calendar which offers environmental facts and advice to Hamilton residents.

### CA40NHBA05 - Agenda/Minutes of the Transportation and Environment Committee of Council

The Transportation and Environment Committee is responsible for the protection of the environment from excessive air, water, ground and noise pollution. Similar to the Engineering Services Committee.

## II. GENERAL SHELF AREAS

### CA20NHBA05 - The Hamilton Region Conservation Authority and the National Region Conservation Authority and two local CA20NHBA05 agencies established under the Conservation

Authority Act whose mandate is to manage and protect natural resources and the environment. Documents include: maps, reports, waterfowl and food chain studies, and other environmental information.

### CA20NHBA05 - The Ontario Ministry of the Environment requires that all businesses and organizations have a written environmental policy.

# ENVIRONMENTAL ISSUES





Reports on the Mountain East West and North South Transportation Corridor Project which includes the proposed Red Hill Creek Expressway. Plans on the area. Documents will be made and submitted by interested parties and included in the environmental impact assessment. Hearing and public notice. Assessment of the project.

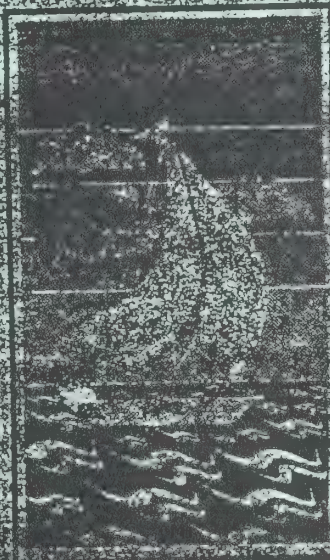
The Regional Planning and Development Department has the documents pertaining to and reports on both the City and the Provincial Strategic Plans which establish how and where development can occur and attempts to protect selected natural areas. These and related documents are available to this shell area.

That London Harbour Regeneration Trust oversees the operation and development of the Port of London Authority's land and water assets. The annual reports on the Waterways Regeneration project, the Thames and the Tideway, and on the former Street Works project, are available at <http://www.londonharbour.co.uk>.

Hamilton Harbour has been identified by the International Council for the Exploration and Research as an area of concern. Documents detailing the planning for the designation, the public consultation processes and the Remedial Action Plan to improve the harbour can be found in this shell area.

Under the terms of the agreement with the Hamilton  
City of Hamilton, Ontario, the City of Hamilton  
will be responsible for the following:

1. **Introduction**  
 2. **Background**  
 3. **Methodology**  
 4. **Results**  
 5. **Discussion**  
 6. **Conclusion**  
 7. **References**  
 8. **Appendix**  
 9. **Index**  
 10. **Table of Contents**  
 11. **Abstract**  
 12. **Keywords**  
 13. **Summary**  
 14. **Notes**  
 15. **References**  
 16. **Appendix**  
 17. **Index**  
 18. **Table of Contents**  
 19. **Abstract**  
 20. **Keywords**  
 21. **Summary**  
 22. **Notes**  
 23. **References**  
 24. **Appendix**  
 25. **Index**  
 26. **Table of Contents**  
 27. **Abstract**  
 28. **Keywords**  
 29. **Summary**  
 30. **Notes**  
 31. **References**  
 32. **Appendix**  
 33. **Index**  
 34. **Table of Contents**  
 35. **Abstract**  
 36. **Keywords**  
 37. **Summary**  
 38. **Notes**  
 39. **References**  
 40. **Appendix**  
 41. **Index**  
 42. **Table of Contents**  
 43. **Abstract**  
 44. **Keywords**  
 45. **Summary**  
 46. **Notes**  
 47. **References**  
 48. **Appendix**  
 49. **Index**  
 50. **Table of Contents**  
 51. **Abstract**  
 52. **Keywords**  
 53. **Summary**  
 54. **Notes**  
 55. **References**  
 56. **Appendix**  
 57. **Index**  
 58. **Table of Contents**  
 59. **Abstract**  
 60. **Keywords**  
 61. **Summary**  
 62. **Notes**  
 63. **References**  
 64. **Appendix**  
 65. **Index**  
 66. **Table of Contents**  
 67. **Abstract**  
 68. **Keywords**  
 69. **Summary**  
 70. **Notes**  
 71. **References**  
 72. **Appendix**  
 73. **Index**  
 74. **Table of Contents**  
 75. **Abstract**  
 76. **Keywords**  
 77. **Summary**  
 78. **Notes**  
 79. **References**  
 80. **Appendix**  
 81. **Index**  
 82. **Table of Contents**  
 83. **Abstract**  
 84. **Keywords**  
 85. **Summary**  
 86. **Notes**  
 87. **References**  
 88. **Appendix**  
 89. **Index**  
 90. **Table of Contents**  
 91. **Abstract**  
 92. **Keywords**  
 93. **Summary**  
 94. **Notes**  
 95. **References**  
 96. **Appendix**  
 97. **Index**  
 98. **Table of Contents**  
 99. **Abstract**  
 100. **Keywords**  
 101. **Summary**  
 102. **Notes**  
 103. **References**  
 104. **Appendix**  
 105. **Index**  
 106. **Table of Contents**  
 107. **Abstract**  
 108. **Keywords**  
 109. **Summary**  
 110. **Notes**  
 111. **References**  
 112. **Appendix**  
 113. **Index**  
 114. **Table of Contents**  
 115. **Abstract**  
 116. **Keywords**  
 117. **Summary**  
 118. **Notes**  
 119. **References**  
 120. **Appendix**  
 121. **Index**  
 122. **Table of Contents**  
 123. **Abstract**  
 124. **Keywords**  
 125. **Summary**  
 126. **Notes**  
 127. **References**  
 128. **Appendix**  
 129. **Index**  
 130. **Table of Contents**  
 131. **Abstract**  
 132. **Keywords**  
 133. **Summary**  
 134. **Notes**  
 135. **References**  
 136. **Appendix**  
 137. **Index**  
 138. **Table of Contents**  
 139. **Abstract**  
 140. **Keywords**  
 141. **Summary**  
 142. **Notes**  
 143. **References**  
 144. **Appendix**  
 145. **Index**  
 146. **Table of Contents**  
 147. **Abstract**  
 148. **Keywords**  
 149. **Summary**  
 150. **Notes**  
 151. **References**  
 152. **Appendix**  
 153. **Index**  
 154. **Table of Contents**  
 155. **Abstract**  
 156. **Keywords**  
 157. **Summary**  
 158. **Notes**  
 159. **References**  
 160. **Appendix**  
 161. **Index**  
 162. **Table of Contents**  
 163. **Abstract**  
 164. **Keywords**  
 165. **Summary**  
 166. **Notes**  
 167. **References**  
 168. **Appendix**  
 169. **Index**  
 170. **Table of Contents**  
 171. **Abstract**  
 172. **Keywords**  
 173. **Summary**  
 174. **Notes**  
 175. **References**  
 176. **Appendix**  
 177. **Index**  
 178. **Table of Contents**  
 179. **Abstract**  
 180. **Keywords**  
 181. **Summary**  
 182. **Notes**  
 183. **References**  
 184. **Appendix**  
 185. **Index**  
 186. **Table of Contents**  
 187. **Abstract**  
 188. **Keywords**  
 189. **Summary**  
 190. **Notes**  
 191. **References**  
 192. **Appendix**  
 193. **Index**  
 194. **Table of Contents**  
 195. **Abstract**  
 196. **Keywords**  
 197. **Summary**  
 198. **Notes**  
 199. **References**  
 200. **Appendix**  
 201. **Index**  
 202. **Table of Contents**  
 203. **Abstract**  
 204. **Keywords**  
 205. **Summary**  
 206. **Notes**  
 207. **References**  
 208. **Appendix**  
 209. **Index**  
 210. **Table of Contents**  
 211. **Abstract**  
 212. **Keywords**  
 213. **Summary**  
 214. **Notes**  
 215. **References**  
 216. **Appendix**  
 217. **Index**  
 218. **Table of Contents**  
 219. **Abstract**  
 220. **Keywords**  
 221. **Summary**  
 222. **Notes**  
 223. **References**  
 224. **Appendix**  
 225. **Index**  
 226. **Table of Contents**  
 227. **Abstract**  
 228. **Keywords**  
 229. **Summary**  
 230. **Notes**  
 231. **References**  
 232. **Appendix**  
 233. **Index**  
 234. **Table of Contents**  
 235. **Abstract**  
 236. **Keywords**  
 237. **Summary**  
 238. **Notes**  
 239. **References**  
 240. **Appendix**  
 241. **Index**  
 242. **Table of Contents**  
 243. **Abstract**  
 244. **Keywords**  
 245. **Summary**  
 246. **Notes**  
 247. **References**  
 248. **Appendix**  
 249. **Index**  
 250. **Table of Contents**  
 251. **Abstract**  
 252. **Keywords**  
 253. **Summary**  
 254. **Notes**  
 255. **References**  
 256. **Appendix**  
 257. **Index**



FOR FURTHER INFORMATION, CALL 1-800-368-5868.  
ASSISTANCE IS AVAILABLE TO ASK THE INFORMATION

Text prepared by Kathryn A. ...  
Designed and produced by ...  
Hamilton Public Library



# ENVIRONMENTAL GROUPS IN THE HAMILTON AREA



Hamilton Public Library

There is information on the environment in books, magazines, newspapers, government documents, videotapes, pamphlets, and clippings. This guide will help you generally in searching for these resources throughout the Hamilton Public Library System. The individual titles listed below are held at the Central Library. Please refer to your neighbourhood branch for specific materials there.

## ENVIRONMENTAL GROUPS IN THE HAMILTON AREA

### ALLERGY AND ENVIRONMENTAL HEALTH ASSOCIATION

National Office  
Box 871  
Cambridge, Ontario N1R 5X9  
For information call, in the Hamilton-Burlington area: 634-7362  
or 366-2562

### BAYFIELD INSTITUTE CANADA CENTRE FOR INLAND WATERS

867 Lakeshore Road  
Burlington, Ontario L7R 4A8  
For information call: 336-4812

### BRUCE TRAIL ASSOCIATION

P.O. Box 857  
Hamilton, Ontario L8N 3N9  
For information call: 529-6821

### CANADIAN CENTRE FOR OCCUPATIONAL HEALTH AND SAFETY

250 Main Street East  
Hamilton, Ontario L8N 1H6  
Contact: Inquiries Service: 572-2981

### CHAIRMAN'S ADVISORY COMMITTEE ON ENVIRONMENTAL ISSUES

Regional Municipality of Hamilton-Wentworth  
Regional Clerk's Department  
119 King Street West  
Hamilton, Ontario L8P 4T9  
Contact: Committee Secretary: 545-4111

### CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOP- MENT

Regional Municipality of Hamilton-Wentworth  
Regional Clerk's Department  
119 King Street West  
Hamilton, Ontario L8P 4T9  
Contact: Task Force Secretary: 546-4111

### COMMITTEE FOR ENVIRONMENTALIST OF THE YEAR

269 Wexford Avenue South  
Hamilton, Ontario L8K 2P4  
For information call: 547-5116

### CONSERVATOR SOCIETY OF HAMILTON AND DISTRICT INC.

c/o 155 James Street South  
Suite 601  
Hamilton, Ontario L8P 3A4  
For information, contact: Jim Macdonald,  
Chairperson: 574-8549  
Ancaster: 648-8217  
Burlington: 681-2738  
Dundas: 627-5797  
Ramborough: 689-4255  
Hamilton: 525-1470

### DUNDAS GREENS

P.O. Box 65581  
Dundas, Ontario L9H 6Y4  
For information call: Steven Nagy: 828-0091

### FOR A SAFE ENVIRONMENT

c/o L. Bamford, Co-Chairperson  
R.R. #1, Mount Hope, Ontario L0R 1W0  
For information call: 679-4409

### GREENPEACE CANADA, HAMILTON OFFICE

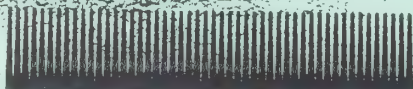
32 Hass Street South (Basement)  
Hamilton, Ontario L8P 3N2  
Contact: Canvass Director: 521-2720

### GREENSVILLE AGAINST SERIOUS POLLUTION (GASPI)

c/o 859 Harvest Road  
Greensville, Ontario L9H 5K5  
Contact:  
Ken Goldmann, Co-Chairman: 627-4847  
Mark Osborne, Co-Chairman: 828-0887

### HAMILTON ENVIRONMENTAL ACTION TEAM (HEAT)

111 Claremont Drive  
Hamilton, Ontario L9C 3N4  
Contact: Janet Chalm: 383-3883



# ENVIRONMENTAL ISSUES



# ENVIRONMENTAL ISSUES

## HAMILTON HARBOUR REMEDIAL ACTION PLAN TEAM CANADA CENTRE FOR INLAND WATERS

867 Lakeshore Road  
P.O. Box 5050  
Burlington, Ontario L7R 4A6

Contacts:  
Dr. Keith Rodgers: 336-4888  
Ray Stewart: 521-7640

## HAMILTON REGION CONSERVATION AUTHORITY

Mineral Springs Road  
P.O. Box 7099  
Ancaster, Ontario L9G 3L3  
Telephone: 525-2181 or 648-4427

## HAMILTON NATURALISTS' CLUB

P.O. Box 89052  
Hamilton, Ontario L8S 4R5  
For information, call: 547-5116

## KEEP HAMILTON CLEAN COMMITTEE

City of Hamilton  
City Clerk's Office  
71 Main Street West  
Hamilton, Ontario L8N 3T4  
Contact: Committee Secretary: 546-3920

## HELP OUR WILDLIFE LIVE (HOWL)

215 San Pedro Drive  
Hamilton, Ontario L9C 2E3  
Contact: Don Brennaugh: 383-2918

## LAKE ONTARIO ORGANIZING NETWORK (LOON)

225 Caroline Street South  
Hamilton, Ontario L8P 3L5  
Contact: Paul Muldoon: 526-7361 evenings

## NATIONAL WATER RESEARCH INSTITUTE CANADA CENTRE FOR INLAND WATERS

867 Lakeshore Road  
Burlington, Ontario L7R 4A6  
Contact: Chief Science Officer: 336-4888

## ONTARIO MINISTRY OF AGRICULTURE AND FOOD

HAMILTON-WENTWORTH OFFICE  
617 Highway 53 East  
R. R. #1  
Ancaster, Ontario L9G 3K9  
Telephone: 527-2995

## ONTARIO MINISTRY OF THE ENVIRONMENT OPERATIONS DIVISION, WEST CENTRAL REGION

115 King Street West  
Hamilton, Ontario L8N 3Z9  
Telephone: 521-7640

## ROYAL BOTANICAL GARDENS

890 Plains Road West, Burlington  
Mailing Address:  
P.O. Box 399  
Hamilton, Ontario L8N 3R8  
Telephone: 527-1158

## SAVE THE VALLEY COMMITTEE

48 Sherwood Rise  
Hamilton, Ontario L8N 1T8  
Contact: J. Ellis: 524-2454

## WASTEWATER TECHNOLOGY CENTRE TECHNOLOGY TRANSFER

CANADA CENTRE FOR INLAND WATERS  
867 Lakeshore Road  
Burlington, Ontario L7R 4A6  
Telephone: 336-4855

There are many other organizations whose interests touch on the environment. Examples are groups dealing with health issues, professional groups and political parties. For listings and further details on these and other organizations, please consult the most current editions of the following directories at the Central Library, Second Floor Information Desk:

Community Information Service Hamilton-Wentworth  
Citizens' organizations and community groups

Community Information Service Hamilton-Wentworth  
Directory of community services for Hamilton-Wentworth

For information on provincial, national and other governmental organizations, the following are available:

Directory of Associations in Canada

Canada: Supply and Services Canada: Guide to federal programs and services

Ontario: Ministry of Government Services  
KWIC Index to services

Text prepared by: Kathleen Holder  
Designed and produced by the Public Relations Department  
Hamilton Public Library

2000/Oct. 91



# AIR, WATER AND NOISE POLLUTION



Hamilton Public Library

There is information on the environment in books, magazines, newspapers, government documents, videotapes, pamphlets, and clippings. This guide will help you generally in searching for these resources throughout the Hamilton Public Library System. The individual titles listed below are held at the Central Library. Please refer to your neighbourhood branch for specific materials there.

## BOOKS

Books are listed in the Subject Catalogue under the following subject headings:

AIR POLLUTION  
AIR POLLUTION, INDOOR  
MARINE POLLUTION  
NOISE POLLUTION  
OIL SPILLS  
POLLUTANTS  
POLLUTION  
POLLUTION - ENVIRONMENTAL ASPECTS  
RADIOACTIVE POLLUTION  
WATER POLLUTION



## SOME RECENT BOOKS INCLUDE

- 363.7392/FIS Fisher, David E. *Fire & Ice: the greenhouse effect, ozone depletion, and nuclear winter.* 1990
- 363.793/ISR Israelson, David. *Silent earth: the politics of our survival.* 1990
- 333.912/KEA Keating, Michael. *To the last drop: Canada and the world's water crisis.* 1988
- 363.7392/KEM Kemp, David. *Global environment issues: a climatological approach.* 1990
- 628.168/MOR Morgan, Judy. *The Clean water book: a guide to reducing water pollution in your home and neighbourhood.* 1988
- 363.7288/OHA O'Hara, Kathryn J. *A citizen's guide to plastics in the ocean: more than a litter problem.* 1988
- 363.73/RAY Ray, Dixy Lee. *Trashing the planet: how science can help us deal with acid rain, depletion of the ozone, and nuclear waste.* 1990

333.91130971/WAT Science Council of Canada. *Water 2020: sustainable use for water in the 21st century.* 1988

363.775/L Silver, Cheryl Simon. *One earth, one future: our changing global environment.* 1990

Materials for children may be found by using the same subject headings. Books located in the Children's collection will have the designations "E" or "J" before the call number.

## ARTICLES

### APPLIED SCIENCE AND TECHNOLOGY INDEX

Central - 2nd Floor

CANADIAN BUSINESS INDEX Central - 2nd Floor

CANADIAN MAGAZINE INDEX Central - 3rd Floor

CANADIAN NEWS INDEX Central - 3rd Floor

CANADIAN PERIODICAL INDEX Central - all floors

GENERAL SCIENCE INDEX Central - 2nd Floor

READERS GUIDE TO PERIODICAL LITERATURE Central - all floors

\*These indexes may be searched on CD-ROM. Ask staff if you need help searching.

## SOME RECENT ARTICLES INCLUDE

Carpenter, Barry. "The newest health hazard: breathing." *U.S. News & World Report*, v. 106, June 12, 1989, pp. 50-1.

Gorme, Peter. "Great Lakes clean-up at critical turning point." *Canadian Geographic*, v. 110 (6), December 90/January 91, pp. 44-57.

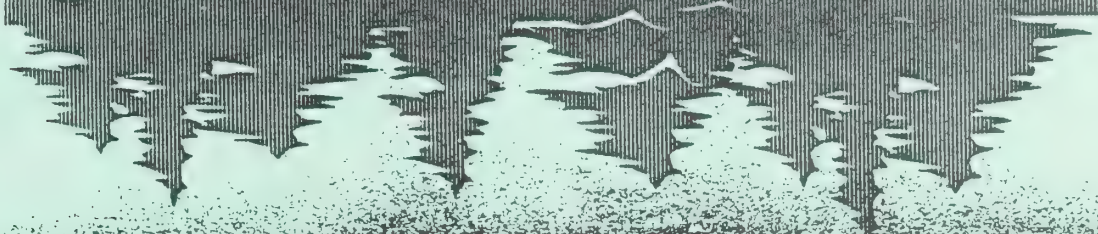
Millman, Beth. "The dirty deeps." *Sierra*, v. 75, May/June 1990, pp. 30-2.

"Ouch! Noisy Metro harms our hearing, specialists warn." *Toronto Star*, December 2, 1990, pp. A1, A14.

# ENVIRONMENTAL ISSUES



## ENVIRONMENTAL ISSUES



### REFERENCE BOOKS

Check these subject headings:

AIR POLLUTION  
ENVIRONMENTAL POLLUTION  
NOISE CONTROL  
WATER POLLUTION

in these encyclopedias:

R031/ENC Americana Encyclopedia  
R503.21/ENC Encyclopedia of Physical Science and Technology  
R503.21/MCG McGraw-Hill Encyclopedia of Science and Technology  
R031/WOR World Book Encyclopedia

### GOVERNMENT DOCUMENTS

Government documents are located on the Second Floor of the Central Library and are for use in the library only. They can be located by searching the government documents catalogue by title, by issuing agency name, or by subject keywords. Ask staff for help in finding material.

SOME RELEVANT GOVERNMENT DOCUMENTS INCLUDE:

CA1 EP 800 Canada: Public Review Panaroni Tanker  
90 P68 Capability Safety and Marine Spills  
Response. Protecting our waters: final  
report. 1990  
CA2 ONEP Ontario Hydro: Assessment of air pollution  
88 A71 effects on human health in Ontario. 1988  
CA1 ONEP Ontario: Ministry of the Environment  
89 A75 Assessment of Ontario drinking water quality.

BROWSE THROUGH THE FOLLOWING SHELF AREA

ZZ JC International Joint Commission  
This commission, composed of Canadian and American members, publishes documents relating to water pollution in the Great Lakes.

Also, browse through copies of the periodical Focus on International Joint Commission Activities filed alphabetically in the Government Documents periodicals section.

### VIDEOTAPES

These materials are located in the Audio-Visual Department on the First Floor of the Central Library. Videos can be located in the HEP microfiche or computer catalogues, and 16mm films can be located by searching in the department's 16mm film catalogue.

Some videos available include:

Industrial waste: a challenge we must meet  
Pollution: world at risk  
Sick building syndrome  
Testing the waters

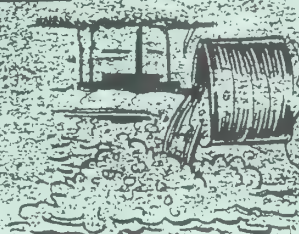
### CLIPPING FILES

At Information Desk, 3rd Floor

1. Environment  
2. Pollution

On the 2nd Floor

1. Air pollution  
2. Pollution  
3. Water pollution



FOR FURTHER ENVIRONMENTALLY FRIENDLY ASSISTANCE, ASK THE INFORMATION STAFF.

Text prepared by: Pat Cholak  
Designed and produced by the Public Relations Department,  
Hamilton Public Library

Sept 91



# ALTERNATIVE ENERGY SOURCES



Hamilton Public Library

There is information on the environment in books, magazines, newspapers, government documents, videotapes, pamphlets, and clippings. This guide will help you generally in searching for these resources throughout the Hamilton Public Library System. The individual titles listed below are held at the Central Library. Please refer to your neighbourhood branch for specific materials there.

## BOOKS

Books are listed in the Subject Catalogue under the following subject headings:

RENEWABLE ENERGY SOURCES  
POWER RESOURCES or ENERGY RESOURCES  
SOLAR ENERGY (and headings beginning with SOLAR - e.g. SOLAR BATTERIES, SOLAR CELLS, SOLAR COLLECTORS, etc.)  
PHOTOVOLTAIC POWER GENERATION  
WIND POWER (and headings beginning with WIND - e.g. WINDMILLS, etc.)  
GEOTHERMAL RESOURCES  
TIDAL POWER  
OCEAN WAVE POWER  
BIOMASS ENERGY  
WOOD AS FUEL  
REFUSE AS FUEL  
NATURAL GAS  
NUCLEAR ENERGY or NUCLEAR FUELS  
SYNTHETIC FUELS  
ALCOHOL AS FUEL or METHANOL or ETHANOL  
AUTOMOBILES FUEL  
HYDROGEN AS FUEL  
ELECTRIC POWER or ELECTRIC POWER PRODUCTION  
ENERGY POLICY

Subdivision "Environmental aspects" with various headings - e.g. HYDROELECTRIC PLANTS ENVIRONMENTAL ASPECTS, etc.

## SOME RECENT BOOKS INCLUDE

- 333.794 KEE Keeler, Barbara. Energy alternatives. 1990.  
333.794 RAD Rader, Nancy and Ken Boley. Powersurge: the status and near-term potential of renewable energy technologies. 1989.  
338.9 STA Shea, Cynthia Pollock. "Shifting to renewable energy" in State of the world. 1988, pp62-82.  
333.790971 BOT Bott, Robert, and others. Life after oil: a renewable energy policy for Canada. 1983.

CALL NUMBERS useful for browsing include:

333.7 333.79 621.31 621.45 621.47 621.48 662.6

## ARTICLES

Periodicals that are relevant for regular browsing include:

<u>Independent energy</u>	<u>Alternatives</u>
<u>Home energy</u>	<u>Popular science</u>
<u>Mother earth news</u>	<u>Power</u>
<u>Harrowsmith</u>	

Useful indexes to check for periodical and newspaper article citations, include:

<u>Readers' guide to periodical literature*</u>	- All Floors
<u>Canadian periodical index</u>	- All Floors
<u>Canadian magazine index*</u>	- Third Floor
<u>Canadian news index*</u>	- Third Floor
<u>Business periodicals index</u>	- Second Floor
<u>Applied science and technology index*</u>	- Second Floor
<u>General science index</u>	- Second Floor
<u>Index to how-to-do-it information</u>	- Second Floor

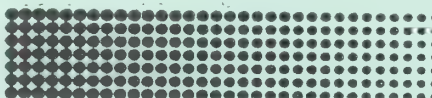
\* These indexes may also be searched on CD-ROM.

LOOK UNDER THE SUBJECT HEADINGS SUGGESTED ABOVE AND UNDER THE FOLLOWING. (Headings may vary among the various indexes.)

ALTERNATIVE ENERGY SOURCES  
GEOTHERMAL ENERGY or GEOTHERMAL POWER  
WAVE POWER  
OCEAN THERMAL POWER PLANTS  
WASTE FUEL or WASTE TO ENERGY PLANTS  
GASOHOL  
ENERGY COGENERATION or COGENERATION

Look also under specific headings followed by POLLUTION CONTROL, for example:

COAL INDUSTRY - POLLUTION CONTROL



# ENVIRONMENTAL ISSUES



# ENVIRONMENTAL ISSUES

## ALTERNATIVE ENERGY SOURCES

### REFERENCE MATERIALS

- R J 500 NEW "Energy" in New book of popular science, 1987, vol. 2, pp292-397.
- R971.00321 CAN Energy policy" in Canadian encyclopedia, 1988, vol. 2, pp700-702.

CA1 RC 86 A42 National Research Council of Canada. Division of Energy. Alternative energy technology in Canada: NRC's energy R+D program 1975-1985, 1986

CA1 XC2 80 A43 Canada. House of Commons Special Committee on Alternative Energy and Oil Substitution. Energy alternatives, 1981.

### GOVERNMENT DOCUMENTS

Government publications are located on the Second Floor of the Central Library and are for use in the Library only. They can be located by searching the government publications catalogue by title, by issuing agency name, or by subject keywords. Ask staff for help in locating materials.

Some government publications on this topic include:

- CA1 MT 89 E56 Energy: the power of Canada, 1989. Co-published by Canada. Energy, Mines and Resources Canada.
- CA1 MT 88 E51 Canada. Energy, Mines and Resources Canada. 1988 Energy and Canadians into the 21st century.
- CA2 ONES 053 1990 Ontario, Ministry of Energy. Ontario energy review, 4th edition, 1990.
- CA2 ONES 89 E51 Ontario, Ministry of Energy. Energy alternatives for remote lodges and facilities, 1989.
- CA2 ONES 89 E54 Ontario, Ministry of Energy. Fuelling Ontario's future, 1985.
- CA2 ONES 88 C57 Ontario, Ministry of Energy. Cogeneration sourcebook, 1988.

FOR FURTHER "ENVIRONMENTALLY FRIENDLY ASSISTANCE", REMEMBER TO ASK THE INFORMATION STAFF!



Text prepared by: Paul Holder.  
Designed and produced by the Public Relations Department,  
Hamilton Public Library

Oct. 91/2000

# ENVIRONMENTAL ISSUES



# HAZARDOUS SUBSTANCES



Hamilton Public Library

There is a large collection of books, videotapes, and films on hazardous substances throughout the Hamilton Public Library. Please refer to the subject headings below and check the General Library or Children's Library for more information.

## BOOKS

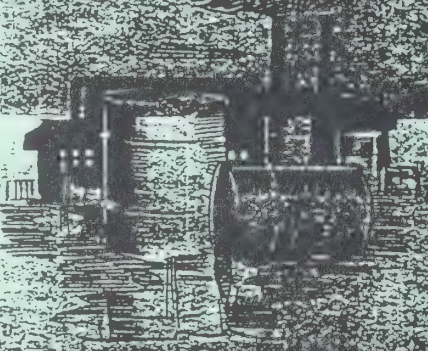
## SOME RECENT BOOKS INCLUDE

Books are listed in the Subject Catalogue under the following subject headings:

HAZARDOUS SUBSTANCES  
HAZARDOUS SUBSTANCES - BY-PRODUCTS - CANADA  
HAZARDOUS SUBSTANCES - CANADA - TRANSPORTATION  
HAZARDOUS SUBSTANCES - GREAT LAKES - CANADA  
HAZARDOUS SUBSTANCES - LAW AND LEGISLATION - CANADA  
HAZARDOUS SUBSTANCES - POLITICAL ASPECTS - CANADA  
HAZARDOUS SUBSTANCES - SAFETY MEASURES  
HAZARDOUS WASTES  
HAZARDOUS WASTES - CANADA  
HAZARDOUS WASTES - ENVIRONMENTAL ASPECTS  
HAZARDOUS WASTES - MANAGEMENT  
HAZARDOUS WASTES - LAW AND LEGISLATION  
HAZARDOUS WASTES - ONTARIO - TOWN OF LAMBTON  
POLYCHLORINATED BIPHENYLS (PCBS)

Also, look for individual chemicals or names of chemicals in the Subject Catalogue under the following subject headings:

- 358.4768/DAV Davis, Lee N. Corporate alchemists: profit takers and profit makers in the chemical industry. 1984.
- 628.48837/GRH Great Lakes Water Quality Board. A review of the hazardous chemical problems in the Great Lakes Basin. 1983.
- 363.7280971/MIL Milio, Robert J. Hazardous waste management. 1984.
- 663.478/IME IME, Tom. Toxic chemicals in the Great Lakes Basin ecosystem: some observations. 1987.
- 363.7280971/MIL Milio, Robert J. Hazardous waste management. 1984.
- 663.478/IME IME, Tom. Toxic chemicals in the Great Lakes Basin ecosystem: some observations. 1987.
- 363.7280971/MIL Milio, Robert J. Hazardous waste management. 1984.
- 663.478/IME IME, Tom. Toxic chemicals in the Great Lakes Basin ecosystem: some observations. 1987.
- 363.7280971/MIL Milio, Robert J. Hazardous waste management. 1984.
- 663.478/IME IME, Tom. Toxic chemicals in the Great Lakes Basin ecosystem: some observations. 1987.



Materials for children may be found by using the same subject headings. Books located in the Children's collection will have the designations "C" or "J" before the call number.

# ENVIRONMENTAL ISSUES



# ENVIRONMENTAL ISSUES HAZARDOUS SUBSTANCES

## ARTICLES

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

## INDEXES

2. **ENVIRONMENTAL INDEX**  
Central, Third Floor  
3. **CANADIAN NEWS AND**  
Central, Second Floor  
4. **ENVIRONMENTAL INDEX**  
Central, Second Floor  
5. **ENVIRONMENTAL INDEX**  
Central, Second Floor  
6. **ENVIRONMENTAL INDEX**  
Central, Second Floor  
7. **ENVIRONMENTAL INDEX**  
Central, Second Floor  
8. **ENVIRONMENTAL INDEX**  
Central, Second Floor  
9. **ENVIRONMENTAL INDEX**  
Central, Second Floor  
10. **ENVIRONMENTAL INDEX**  
Central, Second Floor

## SOME RECENT ARTICLES INCLUDE

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

2. **Toxic chemicals: health and the environment**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

3. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

4. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

5. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

## GOVERNMENT DOCUMENTS

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

2. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

## VIDEOTAPES

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

## BOOKABLE VIDEOS

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

## NON-BOOKABLE VIDEOS

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

## PICTURE FILE

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

## CLIPPING FILES

1. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

2. **Environmental issues in the workplace**  
by J. B. Lave  
Canadian Journal of Public Health, 81(2), March-April 1990, p. 121

Text prepared by Rae Yeates

Designed and produced by the Public Relations Department, Hamilton Public Library

Sept. 91

# ENVIRONMENTAL ISSUES



# ENDANGERED SPECIES



Hamilton Public Library

There is information on the subject of endangered species in books, magazines, newspapers, government documents, videotapes, pamphlets, and clippings. This guide will help you generally in searching for these resources throughout the Hamilton Public Library System. The individual titles listed below are held at the Central Library. Please refer to your neighbourhood branch for specific materials there.

## BOOKS

Books are listed in the Subject Catalogue under the following subject headings:

ENDANGERED SPECIES  
RARE ANIMALS  
RARE BIRDS  
RARE PLANTS or PLANTS, RARE  
Names of individual species - e.g. RHINOCEROS  
WILDLIFE CONSERVATION  
BIRDS - PROTECTION  
PLANT CONSERVATION  
BIOLOGICAL DIVERSITY  
WILD ANIMAL TRADE  
EXTINCTION (BIOLOGY)

## SOME BASIC BOOKS INCLUDE

- 639.90971 ON Burnett, J. A. *On the brink: endangered species in Canada*. 1989.
- 333.95 LAS Kautman, Lee and Kenneth Malory, eds. *Last extinction*. 1988.
- 333.95 FIT Fitzgerald, Sarah. *International wildlife trade: whose business is it?*. 1988.
- 590.744 LUO Luoma, John. *A crowded ark: the role of zoos in wildlife conservation*. 1987.
- 333.7 MOR Moran, Joseph M. and others, eds. *Managing endangered species: an introduction to environmental science*. 2nd ed. 1988. pp459-489.
- 333.95 EHR Ehrlich, Paul and Anne Ehrlich. *Extinction: the causes and consequences of the disappearance of species*. 1981.

CALL NUMBERS useful for browsing include:

333.95 581.042 639.9 333.72 333.78

Materials for children may be found by using the same subject headings. Books in the children's collections will have the designations "E" or "J" before the call number.

## ARTICLES

Periodicals that are relevant for regular browsing include:

National wildlife	Seasons
International wildlife	Conservationist
Wildlife conservation	Audubon
Animals	BBC wildlife
Nature Canada	Sea frontiers

Use indexes to check for periodical and newspaper articles using the subject headings suggested above. Include the following. (Headings may vary among the various indexes.)

Readers' guide to periodical literature*	All floors
Canadian magazine index*	Third Floor
Canadian news index*	Third Floor
Canadian periodical index*	All floors
General science index*	Second Floor

\*These indexes may also be searched on CD-ROM.

## REFERENCE MATERIALS

RB71.00322 CARL *Endangered animals and "Endangered plants" in the Canadian encyclopedia*. 1988. vol 2, pp694-697.

R41.500 REY *Endangered species in New book of popular science*. 1987. vol 2, pp483-495.

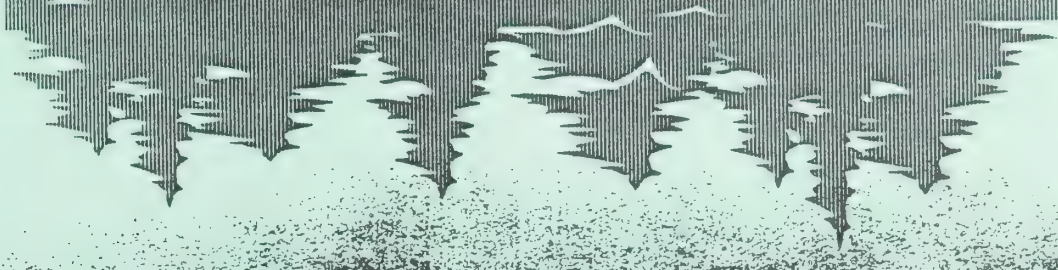
RB39.9 AUD *Worldwide Wildlife*. 1988. Annual.



# ENVIRONMENTAL ISSUES



# ENVIRONMENTAL ISSUES



## GOVERNMENT DOCUMENTS

Government publications are located on the Second Floor of the Central Library and are for use in the Library only. They can be located by searching the government publications catalogue by title, by issuing agency name, or by subject keywords. Ask staff for help in locating materials.

Some government publications of interest include:

- CA1 EP 86 S72 Canada. Environment Canada. State of the environment report for Canada. 1986.
- CA2 ONNR 84 E57 Ontario. Ministry of Natural Resources. Endangered species in Ontario. 1984. folded poster.



## VIDEOTAPES

These materials are located in the Audio-Visual Department on the First floor of the Central Library. Videotapes can be located in the HPL microfiche or computer catalogue.

Some videotapes of interest include:

- Nature of things: Sea of slaughter. CBC Enterprises. 1990.
- Save the pandas. (National Geographic Video). 1988.
- Rhino war. (National Geographic Video). 1988.



FOR FURTHER ENVIRONMENTALLY FRIENDLY ASSISTANCE ASK THE INFORMATION STAFF

Text prepared by: Paul Holder  
Designed and produced by the Public Relations Department,  
Hamilton Public Library

2008/OCT/31

# ENVIRONMENTAL ISSUES



# GLOBAL WARMING



Hamilton Public Library

There is information on the environment in books, magazines, newspapers, government documents, videotapes, pamphlets, and clippings. This guide will help you generally in searching for these resources throughout the Hamilton Public Library System. The individual titles listed below are held at the Central Library. Please refer to your neighbourhood branch for specific materials there.

## BOOKS

Books are listed in the Subject Catalogue under the following subject headings:

AIR POLLUTION  
CLIMATIC CHANGES  
ENVIRONMENTAL POLICY  
GLOBAL WARMING  
GREENHOUSE EFFECT, ATMOSPHERIC  
MAN - INFLUENCE ON NATURE  
NUCLEAR WINTER  
POLLUTION  
WATER POLLUTION

## RECENT BOOKS INCLUDE

- 363.7/SIL Silver, Cheryl Simon. One earth, one future: our changing global environment. 1990.
- 363.7387/GRI Gribbin, John R. Hot house earth: the greenhouse effect and Gata. 1990.
- 363.7381/LYM Lyman, Francesca. Greenhouse trap: what we're doing to the atmosphere and how we can slow global warming. 1990.
- 363.7392/BAT Bates, Albert K. Climate in crisis: the greenhouse effect and what we can do. 1989.
- 333.9518/PLA Mungall, Constance. Planet under stress: the challenge of global change. 1990.
- 363.7387/OPP Oppenheimer, Michael. Dead heat: the race against the greenhouse effect. 1990.
- 551.8/LIL Lilley, John. Climate warming? explaining the answers. 1990.
- 304.28/SAG Sagan, Carl. Path where no man thought: nuclear winter and the end of the arms race. 1990.
- 363.7392/FIS Fisher, David E. Fire and ice: the greenhouse effect, ozone depletion and nuclear winter. 1990.

Materials for children may be found by using the same subject headings. Books located in the Children's collection will have the designations "E" or "J" before the call number.

## ARTICLES

These may be checked for periodical and newspaper articles:

CANADIAN BUSINESS INDEX 2nd floor  
CANADIAN MAGAZINE INDEX 3rd floor  
CANADIAN NEWS INDEX 3rd floor  
CANADIAN PERIODICAL INDEX all subject floors  
READER'S GUIDE TO PERIODICAL LITERATURE 3rd floor

CD-ROM may be used to search some of these indexes.

## SOME SUBJECT HEADINGS

ENVIRONMENT  
ENVIRONMENTAL AGENCIES  
ENVIRONMENTAL POLLUTION

## SOME RECENT ARTICLES INCLUDE

1. "The need for strong environmental assessment and review processes"/Suzuki, D. Vancouver Sun, April 21, 1990, p. B8.
2. "50 year forecast: Warm." Calgary Herald! May 25, 1990, p. E10.
3. "Urgent Action needed on global warming, UN report says." Globe and Mail, May 28, 1989, p. A9.
4. "Will we mend our earth?" National Geographic 174, no. 6 (December 1988) p. 768-71.
5. "Growing thirst for Canada's water: the resources issue of the 21st century in North America" by Tim Bail. Canadian Dimension September 1988, p. 8-14.
6. "Great climatic debate: greenhouse effect and the prospect of global warming..." by Robert M. White. Scientific American 263, no. 1 (July 1990) p. 38-43.

# ENVIRONMENTAL ISSUES



## GLOBAL WARMING

# ENVIRONMENTAL ISSUES

### REFERENCE

#### SOME SUBJECT HEADINGS

ENVIRONMENT  
ENVIRONMENTAL AGENCIES  
ENVIRONMENTAL POLLUTION

Which may be found in:

Americana Encyclopedia  
Canadian Encyclopedia  
World Book Encyclopedia

### GOVERNMENT DOCUMENTS

Government documents are located on the second floor in the Central Library and are for in-library use only. Ask staff for assistance.

CA1-XG 1: Canada. Parliament. House of Commons.  
90 P12: Standing Committee on Agriculture. Parliamentary forum on global climate change.

CA1-YL: Canada Parliament. Library. Global warming: 89  
B221 policies for amelioration.

CA20NEV: Ontario. Ministry of Energy. Global warming: 90  
G48 towards a strategy for Ontario.

Text prepared by: Rae Yeates  
Designed and produced by the Public Relations Department  
Hamilton Public Library

2000 Oct. 91.

### VIDEOTAPES

Videos are available by subject at the Audio/Visual Department on the first floor. Some may be booked ahead.

Some examples are:

#### Bookable Videos

Greenhouse effect  
H2 Overview  
Hole in the sky  
Reducing, reusing and recycling

#### Non-bookable Videos

Herbicide Trials  
Testing the waters  
Trouble in the Forest  
Underlying threat

### PICTURE FILE

The Picture File is located on the fifth floor. Pictures may be borrowed. Some pictures are available on:

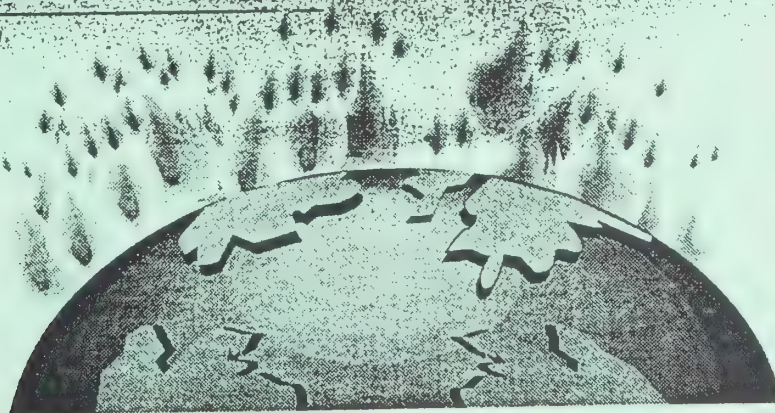
ACID RAIN  
POLLUTION

### CLIPPING FILES

At the Information Desk, third floor.

Acid rain  
Environment  
Greenhouse effect  
Pollution

FOR FURTHER ENVIRONMENTALLY FRIENDLY  
ASSISTANCE, REMEMBER TO ASK THE INFORMATION  
STAFF.



# ENVIRONMENTAL ISSUES

10



# Region needs action, not day-dreams like Vision 2020

MY COPY of last Saturday's Spec contained a pricey insert from the Hamilton-Wentworth regional government. Entitled "Visions for a sustainable future for Hamilton-Wentworth", it reached for new heights as a political piece of meaningless mush.

The fuzzy tabloid was clocked full of silly little exhortations about what kind of place we need to be in the year 2020. But before moving on to the hopelessly non-specific "specifics", we might as well examine the underlying flaw and fraudulence of the document.

The previous regional council put together a group of 15 not-very-ordinary citizens and three politicians called the Chairman's task force on sustainable development. With the help of some other folks and groups, it has 11 months left in a mandate "to create a regional vision statement integrating economic, social, and environmental goals and to design a strategy to bring the vision to life."

The community working together to build a better community and brighter tomorrow? Not even close.

You see, council never trusted its task force. From the beginning this was designed, by the politicians, to be half publicity stunt and half political sop to a less-than-



Michael Davison

happy electorate.

Even if regional council adopted the flimsy program, the councillors insured it would have no force. The final document will merely be a guide for the councillors who will make all the decisions in what ever form the whim of the moment dictates.

There can be no meaningful or even significant consultation and concerted community action when the local government is going to do whatever strikes it as currently peachy-keen when each individual decision might be made.

Even when plans have the force of law (such as the plan for a gallery-like reconstruction of York Boulevard), the politicians can still do whatever tickles them at the time.

The single flaw asphyxiated Vi-

sion 2020 before it had a chance to draw a first breath. Leaving the hammer in the hands of a group of men and women more often interested in re-election than long-term planning is farcical.

The "specifics" of how the document sees an ideal future?

Consider transportation. "Public transit provides all citizens with easy access to activity areas, as well as to neighboring communities and cities via convenient and frequent inter-urban transit."

Give me a break. This can hardly be expected from a government which has become obsessed with building an unnecessary expressway for private vehicles while cutting back on public transit, unless I suppose, it is used to take cross-boarder shoppers down to Buffalo.

Try this transportation bro-mide: "Most people can walk or cycle to work because jobs and housing are near one another."

Let's get real. We're losing jobs at an alarming rate and not building many new homes. Even if we ignored our crucial and crushing immediate problems, such urban redesign would require more dictatorial planning power than I can imagine and a growth rate beyond calculation.

The plan, and I use the word loosely, also pictures this: "Each

best of all communities, there is not even a guarantee of social rights, just the statement that "Everybody has adequate food, shelter, income and education."

Hollow phrases won't full empty bellies.

Mucking about with pretend plans for a pretend future will not solve our many problems. One can't help but be reminded of Nero's fiddling while Rome burned.

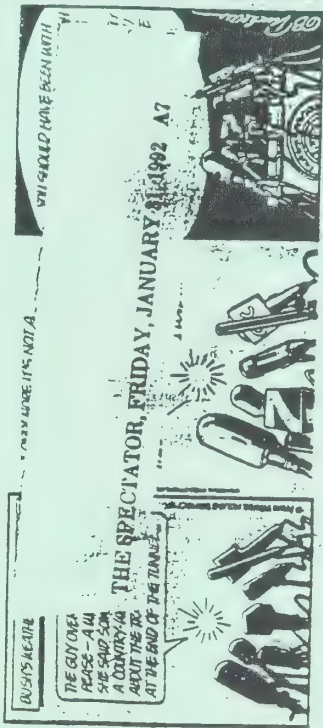
The great divisions in our community are disregarded with this single simple throw-away line: "We have access to affordable and appropriate health care regardless of

geography, income, age, gender, or cultural background." These lines of destructive demarcation would be eliminated in only one of near countless areas, where they do clearly exist, and that in an area over which regional government has virtually no control.

Some media observers have ridiculed Vision 2020. I'd go further and say this sort of undeliverable public day-dreaming is dangerous. Cruel reality is calling urgently for action and it demands the full and immediate attention of our leaders.

## Doonesbury

BY GARRY TRUDEAU



3.0 (c)



eaches

ty

SER ties with  
an important  
executive di-  
AIDS group.

who first joined  
Network for  
rt as its fund-  
in July, took  
director last

d he wants to  
its roots when  
ated with the

community who  
re years ago  
own. We have  
we've gotten  
In the mean-  
e gay commu-  
it's lost its  
Bulbrook.

a referral and  
people with  
es to increase  
ss of the prob-  
aid the group  
ding approval  
Health for a  
port co-ordi-  
closely with

will act as a  
ice, providing  
tion on health  
ich as doctors,  
ling services,

no need help  
finding jobs  
lbroom.

took over the  
ael Mitchell,  
re director for  
took came to  
ng as a fund-  
stress centre.

## VISION 2020

# We can take 'hard criticism,' says man behind scorned Steel city future look

By JAMES ELLIOTT  
The Spectator

THE CHAIRMAN of Hamilton-Wentworth's regional task force on sustainable development is not bothered by criticism of the recently-released Vision 2020 report.

In fact, Hamilton Councillor Don Ross welcomes the sort of interest shown by McMaster political scientist Mark Sproule-Jones, despite the professor's dismissal of the five-page report as little more than "wonderful generalizations."

Vision 2020 is the first draft report on how the 18-member task force, composed of politicians and citizens, would like the region to develop over the next three decades.

"I want to thank him for his comments," Mr. Ross said, "because it's important that we hear from the people that are going to be affected."

He said, while he doesn't agree with the criticism, it's a necessary part of evolving a workable plan for sustainable development. "Let's have some hard talk. Let's have some hard negotiations. Let's have some hard criticism. I welcome all of it."

He defended the optimistic tone of the report as a crucial part of vision.

"If you don't have a vision, if you don't have a goal, then you're going to flop around and do nothing."

Other members of the task force, however, were not quite so eager to accept Mr. Sproule-Jones' comments. Among other things the McMaster professor had said he was surprised at the report's brevity and its lack of specifics about how sustainable development could be attained.

Committee members, however, deny that rap, pointing out the report is only a preliminary proposal for future development and is

intended more as a philosophical statement than an actual blueprint.

Mark Boyak, a real estate appraiser, said the report is meant as a target.

"It's like goals in your own life. You set goals and you reach for them. Some you reach and some you don't."

The report, he said, is a starting point "that the nuts and bolts will work from. We'll build from this document."

*"If you don't have a vision, if you don't have a goal, then you're going to flop around and do nothing."*

— Don Ross

Sandy Adam, manager of Stelco's Hilton Works, agrees the process is still in flux.

"Once you get agreement on a vision — what would we like this place to look like — then the next step is to get into the tougher kind of nitty-gritty — how do you make it happen. There's still a lot of work to be done."

Mr. Adam also clarified a section of the report that called for complete public access to bayshore lands. That, he said, does not refer to lands held by private enterprise.

The report also referred to the development of a new economic sector based on natural resources, something committee member Jeannette Walkem admits is an unknown quantity.

"It's something we'd like to see," she said, "a clean type of industry, a clean type of employment, economic base, but that's not been worked out. That was somebody's dream."

Criticism of the report, she said, misses the point that final recommendations won't be made until extensive public input has been sought and heard.

"Everybody read this. See what you like, see what you don't like. See what you have questions about."

Gavin Smuk, a Rockton pig farmer, acknowledges that it may be unrealistic to expect the committee's entire vision could be realized within 30 years but "you've got to set a target based on what you know and what you think might happen."

One of those targets, he said, is encouraging a more localized economy such as having area farmers produce a higher proportion of the region's food.

His doubts about whether everything mentioned in the report could be achieved in less than three decades were echoed by Hamilton trade unionist Harvey Jardine.

Mr. Jardine, business agent for the millwrights' union, said, "I don't think we can attain utopia by 2020," adding that the vision statement is only a working document.

"I would like to think, once it's out there and people get to see it, they're going to come back hotter 'n hell wanting to know what's going on. And what that will do is put us back down to earth. And maybe some of the things that are in there that aren't realistic will come to light and be straightened out."

The report will be distributed throughout the region for comment before a final version, incorporating specific plans for implementation as part of the region's official plan, is presented to regional council next year.

it includes a pilot job posting and training program which addresses concerns about how to sign up for jobs. In the past, this was the case.

Now, teachers opportunity to apply at different schools, and will have more professional development opportunities.

She also said the board has to maintain parity with the county.

The board has a budget of 1.6 million dollars (1,700 teachers).

## Litzen's founder in serious

THE VICTIMS of traffic accidents — serious condition Hamilton General Hospital

Roy Litzen, 79, West in Dundas, is still in serious condition after an accident Jan. 9 on

Gordon Moore, Ont., is also reported to be in serious condition in the hospital with a traffic accident on Jan. 14

Also in hospital OPP Constable Ro who is reported to be in the hospital unit.

Const. Irwin suffered a leg injury while directing traffic



ESTABLISHED 1846, Published at  
14 Frid Street, Hamilton, Ontario, L8N 3G3.  
Office at 534 Brant Street, Burlington, Ontario, L7R 2G8.  
Printed by Southam Inc.

## Vision needs specifics There's still time

Many laudable goals are outlined in Vision 2020, an overview of an environmentally-sound future, by Hamilton-Wentworth's task force on sustainable development. The problem with the statement, however, is that it's lacking in specific proposals as to how the region should go about improving its quality of life in tune with a better environment.

Vision 2020 is full of platitudes about what the region should be in the new millenium. In fact, it's a Utopian outlook in many ways.

Few people would disagree with goals such as, "All of us achieve our full potential in a safe, non-violent environment. Everyone has adequate food, shelter, income and education." The motherhood and apple pie language in Vision 2020 might inspire some positive thinking amid the gloom of the recession, but that's about all the brief document offers. It's far short of a plan to achieve an environmentally sustainable economy.

Considering that the 18-member task force has been at work for the past 18 months, Vision 2020 is a disappointment. And it has drawn justified criticism from observers such as McMaster University political scientist Mark Sproule-Jones.

### It's a mistake to dismiss the task force

It would be a mistake, however, to dismiss the work of the task force. Vision 2020, now being circulated for public comment, is only a draft document. Planners expect to produce a final report, with considerably more detail, for submission to regional council next year. It's hoped the blue chip panel, representing a cross-section of some of the brightest people in the region, will reach a consensus on specific recommendations and policy choices.

The task force, in fact, has produced an impressive inventory of research. Eight working groups were formed to examine various areas, ranging the spectrum from the economy to the ecology to culture.

It's unfortunate that relatively few of the tangible ideas from the working groups are in the draft. Specific proposals are much more likely to get people thinking, and capture the public imagination, than bland generalities.

The people who have volunteered to serve on the task force have earned the right to have their views reflected in a final report. Sustainable development, involving hard choices and new approaches, doesn't readily lend itself to consensus. Some differences of opinion are inevitable, but the task force shouldn't try to gloss over the differences with a final report that will offend no one.

Too much time and energy will have been lost if the panel avoids coming to grips with some of the decisions that are needed to make sustainable development a reality.

# Sustainable ideas

Hamilton-Wentworth's Vision 2020 draft statement on sustainable development illustrates the adage that you can't tell a book by its cover.

At first glance, the newly-released outline of goals shapes up as a well-intentioned, but pie-in-the-sky, document with limited impact. But there is some substance in background reports, written by eight working groups. Hundreds of ideas and proposals surfaced. Many should be pursued.

The working groups included economy, livelihood and education; ecosystem integrity; community design; food and agriculture; natural areas; community well-being; human health; and culture and learning.

Following are selected ideas, from three of the working groups for example. They illustrate the region's potential to become a leader in sustainable development and the potential economic benefits.

## THE ECONOMY

The theme was the importance of encouraging non-polluting, tax-generating industries which use energy and land efficiently. The panel's agenda included:

- Reclaim excess waterfront industrial land for new environmental industries; develop a model business/research park geared toward environmental technologies; promote and attract businesses in areas such as pollution prevention and waste management.

- Encourage small cottage-type industries and work at home industries.

- Investigate changing the tax structure to provide an incentive to redevelop older inner city areas.

## THE ECOLOGY

The need to re-evaluate continuous expansion into remaining green space and agricultural areas was stressed, with more than 50 recommendations to protect the environment and reduce all types of waste. The agenda included:

- All new construction should have the latest water-saving devices such as shower heads, water closets, cisterns, etc.

- The region's environment should be promoted as being unique, attractive and as having potential for tourism.

- A massive tree planting program should be undertaken to green both rural and urban areas.

- Environmental watch programs should be created to make citizens as aware of environmental offences as they are of criminal offences.

- The region should enhance a Clean City image, by introducing public recycling containers and more public waste receptacles.

## COMMUNITY PLANNING

At workshops, the group reported, citizens expressed "widespread concern" about the quality of suburban development in the region. Many felt it to be unattractive, lacking a sense of community identity, destructive of the character of land and wasteful of a limited resource — farmland.

The panel's proposals included:

- Design streets and neighborhoods for people and pedestrian activity.

- Increase housing densities, especially in new residential areas. With proper care, mix residential areas with light industrial and commercial land-uses.



HAMILTON:

## Sustainable Development Task Force Releases "Vision 2020"

The Chairman's Task Force on Sustainable Development has concluded work it began over 18 months ago with the release of a draft vision of what Hamilton-Wentworth should look like thirty years from now.

The document is entitled *Vision 2020* and at the end of January it will be distributed to area residents through the *Hamilton Spectator*. Public Meetings will be held during March, following which there will be a final revision of *Vision 2020* which will be presented to Regional Council for adoption.

It is to become the foundation for guiding Regional Council's planning, economic development and budgetary considerations. The Task Force itself will work at developing strategies which could turn the vision into a reality.

*Vision 2020* is divided into six sections: An Overview; The Landscape; Our Communities; Getting Around; Quality of Life; and Livelihood. The statement highlights a society in which the natural environ-

ment is protected. For instance, the Sustainable Task Force foresees a situation in which "clean forms of transportation predominate." Automobiles become a "complimentary form of transportation," while public transit, cycling and walking are accommodated in public streets designed with these last three forms of transportation in mind.

Everybody will be working together to ensure the preservation of the environment: "Waste-reduction, energy-efficiency and respect for ecological systems characterize all aspects of community life and decision making, including government, business and industry. Citizens abide by envi-

ronmental laws and regulations..."

The social environment is also greatly improved and while inequities will still exist, they will be reduced. However, "Everyone has adequate food, shelter, income and education," and everyone will be able to achieve "full-potential safe, non-violent environment." A friendlier, more community-oriented environment will exist.

The economy in 2020 is described as one which is "stable and flexible", and economic strategies will be "set through a cooperative process involving citizens, industry, government, education and labour." Young people will be able

▼ Page 3

rangements.

While the general forecast is for numerous firms in "sustainable economic sectors," which are not enumerated, there is one sector which is specified: "a whole new economic sector based on the natural resources of the region. Burlington Bay is a base for nature-oriented tourism and recreation, that includes the Niagara Escarpment, waterfalls and Carolinian forest areas of the region."

Sustainable development is defined as one which "calls for the integration of economic, environmental and social factors in public and private decision making to ensure a viable future for us all." The most key problem that arises and does not appear to have been posed by the Task Force is: what is preventing economic and social security and a viable future now?

NHW

INSID

Reviews  
Walking Shadows  
Film Preview  
News  
Events Diary

▼ Page 1

to find employment in the region. Successful companies are characterized by "high production quality and worker productivity and innovative employment practices" such as on-site daycare, jobsharing, and work-at-home ar-

New Hamilton Weekly  
Jan 15, 1992 Vol 16 No 2

page 1



3.0(d)

Written Submissions

concerning

VISION 2020

Dr John P Cockley

## Vision 2020: The Sustainable Region

### An Overview

In the year 2020, Hamilton-Wentworth is home to approximately 1/2 million people, living in a region made up of compact urban core areas, surrounded by a rural landscape that includes productive farms, hamlets and a continuous network of natural areas.

We are an environmentally conscious community where the existence of all living things is cherished and where all can breathe fresh air, swim in clean streams and lakes and have ample opportunity to observe and experience the wonders of the natural world.

We are an economically, socially and culturally diverse community that encourages opportunities for individuals, reduces inequities and ensures full participation for all in community life.

We are a caring community that gives opportunity and support to all its members, including children, the aged, the physically and mentally challenged, immigrants and refugees. People live longer in good health.

Finally, we are a vibrant, vigorous community which builds on existing strengths and attracts wealth producing industries that work in partnership with government and the community to create a diverse, sustainable economy. Economic growth incorporates non-polluting, energy efficient and environmentally friendly industries, including traditional manufacturing industries that have been supported and helped to become environmentally sustainable. Industry, government and labour have great capacity for innovation in response to global economic change.

### The Landscape

The health and beauty of the countryside and townscapes are a source of great civic pride. A protected system of natural areas threads throughout the region, preserving and improving our natural heritage. This system of natural areas and connecting corridors allows wildlife to migrate, enhancing their chances of reproducing and finding food and shelter. A recreational greenway gives residents access to this system of natural areas, in ways that do not threaten ecological processes. Recreation and the needs of wildlife for a protected habitat co-exist.

As a community, we cherish a clean, healthy environment and work to prevent ecological degradation. Waste-reduction, ~~energy efficiency~~ and respect for ecological systems characterize all aspects of community life and decision making, including government, business and industry. Citizens abide by environmental laws and regulations and help educate each other on ways of living in harmony with the natural world. We are a model for other communities in the way in which we integrate short-term economic benefits, long-term environmental and social costs, and indirect economic costs in our evaluation of public and private initiatives.

### Our Communities

Urban areas are laid out and individual buildings designed and located, in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Urban development occurs within firm boundaries. Green



corridors bring nature into the city, giving people easy and convenient access to the open countryside, natural areas and continuous public open space along the bayshore and lakeshore. Our neighbourhoods are models of energy-efficiency, waste-reduction and respect for nature. Human needs for space, privacy, safety, and aesthetic appeal are fulfilled.

In the year 2020, we know our neighbours. We live in communities and neighbourhoods together with people of all ages and walks of life. Different kinds of activities and land uses are mixed closely together, so that we can walk to meet our daily needs for work, recreation and other services. Each neighbourhood has a central gathering place where essential services such as shopping, health care, education and recreation are clustered around an attractive, car-free common open space. This gives everyone an opportunity to participate in all aspects of community life. Each neighbourhood has a full range of housing types and prices allowing people to live in their communities throughout their lives. This is true also for former suburban industrial-business parks, which have been re-developed with homes and other activities mixed in with workplaces.

Hamilton-Wentworth is a warm and friendly place where people actively care for their community and are concerned for one another's welfare. The streets and public areas are safe at all times. Neighbourhoods have strong local identity. Residents actively participate in community life, to a large extent, controlling the pace and design of change. The decision-making process is easily understood and open to involvement by all. Politicians and public employees take the actions needed to achieve long-term community plans.

### Getting Around

An integrated public transportation system serves the entire region in an affordable, efficient, and accessible way. Clean forms of transportation predominate. Public streets are designed and managed (including signals and regulations) to accommodate comfortably and safely, public transit, cyclists, pedestrians and automobiles as complementary forms of transportation. The integrated transportation system gives access to all basic needs. Public transit provides all citizens with easy access to activity areas, as well as to neighbouring communities and cities via convenient and frequent inter-urban transit. Most people can walk or cycle to work because jobs and housing are near one another. Major roads have minimal noise and pollution impacts on adjacent lands, and follow routes that cause little damage to the natural and human environment.

### Quality of Life

In the year 2020, disease and disability are being progressively reduced. All of us achieve our full potential in a safe, non-violent environment. Everyone has adequate food, shelter, income and education. Everyone has a valued role to play in family, work and community. We have access to affordable and appropriate health care, regardless of geography, income, age, gender, or cultural background. Cultural institutions and activities are recognized and supported for their contribution to community life and economic health. Cultural institutions reflect our historical development and the contributions of our diverse population.

All of us take responsibility for our health, citizenship and public decision-making. As citizens, we are active participants in cooperative, region-wide community planning.

*Educational institutions are better integrated into community life with increased access to vocational training, research and self-improvement for all.*

**DRAFT**



Government is coordinated, efficient and easily accessible. A well-educated, literate population is seen as a total community responsibility. Schools are leaders in effective learning and excellence in teaching. Lifelong learning is valued and supported across the community. All citizens are knowledgeable about sustainable development and quality of life issues. Our cultural institutions and groups advocate values consistent with environmental sustainability. Educational institutions instill sustainable values and citizens pursue sustainable lifestyles.

## Livelihood

A stable, flexible economy is achieved through the effective use and development of all community resources. This means not only land, capital equipment, and community services, but the continued improvement and retention of a skilled workforce. Economic strategies, set through a cooperative process involving citizens, industry, government, education and labour, include effective job-training and re-training programmes. Young adults find employment opportunities in the region.

The region is home to numerous firms that carry out research and development and manufacture in sustainable economic sectors. Successful companies are characterized by high production quality and worker productivity, and innovative employment practices such as on-site daycare, jobsharing, work-at-home arrangements, and cooperative, community-based job creation. These companies provide a solid tax base for the region. Business and industry actively participate with government in advanced skill training programmes, including programmes designed to enhance employment accessibility for the physically and mentally challenged. Firms are at the forefront of energy efficiency; and pollution control and prevention. *Material re-use and recycling is central to industrial operations.*

Hamilton-Wentworth is now home to a whole new economic sector based on the natural resources of the region. Burlington Bay is a base for nature-oriented tourism and recreation, that includes the Niagara Escarpment, waterfalls and Carolinian forest areas of the region. The harbour is a vibrant centrepiece for the community and is accessible, clean, and humming with diversity. Recreation coexists with use of the harbour as an essential marine transportation link. *Cootes Paradise Area*

Agriculture, now considered a strategic community resource, is a vibrant part of the regional economy, which makes a valued contribution to our overall quality of life. The farming community is economically viable and environmentally sensitive, capable of supporting family farming operations that are competitive internationally. The farming community is in harmony with neighbouring urban areas using clean, organic urban waste to enhance the soil. Prime agricultural land is recognized by all citizens as irreplaceable and strong policies and programs ensure its continued use for food production. Moreover, agricultural soils are continuously improved through the widespread use of sustainable farm practices. Vacation farming ensures an enhanced profile for local agriculture.

## Is This Your Vision?

As you read Vision 2020 think about what type of community you would like Hamilton-Wentworth to be thirty years from now. Does Vision 2020 match your vision of the future? What is missing? What should be changed or improved? We invite you to make your comments and views known to the Task Force.



little book also  
copy to Mum

JAN 11 1992

Jan 14, 1992

## RE Vision 2020

1. What is good about the Vision? Everything, and that is the problem. It consists of wonderful sounding generalizations with NO specifics or any explanations how to achieve these goals.
2. What is missing from the vision? Practical solutions, recognition of real problems, facts, and how to do those things.
3. Where and how can it be improved? Stop trying to be all things to every damn little lobby group. Hard decisions have to be made and these involve compromises you can't please everyone, but who is going to pay for all this?
4. Is the vision too general - very much so!
5. Read the enclosed article it also applies to Hamilton - Wentworth

Phil Ashmore  
RR#1 Binbrook  
LORICO

# A Moral Obligation To Retain The Family Farm

By Arnie Lepp

Any farmer I talk to wants the family farm to continue; not as a moral obligation but because it makes the most sense. The family farm is efficient, flexible, and productive.

When I talk with consumers who are not part of farming the story is different. They are not really concerned. They worry about mortgages and jobs. They need food supplies in their supermarkets and their priorities are: price, quality, assured supplies.

There is no loyalty to the "Produced in Canada" label. The loyalty is to price and quality and if Canadian family farms can beat out the competition, then consumers want our family farms.

When we talk about having a moral commitment or a moral obligation as farmers, to keep our lands in production and keep producing basic foods and luxuries like tender fruit, grapes and flowers, the moral obligation has to operate both ways.

Most fruit farmers are losing money. The successful farmers are at best just getting by.

We have reached the stage where a good year on the farm, for quality and abundant harvest, is one more loss leader for the farm family. Canada's boasted about our cheap food policy for years and farmers have complained about it. No one is interested in our story. Consumers like things the way they are... cheap.

The senior governments like things the way they are, too, because they can keep delaying decision making.

With other farmers I've met several times at Queen's Park this year and last, I'm not convinced these talks have accomplished anything at all. I see that one of the advisors to the Minister of Agriculture was reported in The Standard the other day as saying that no special programs have been announced for Niagara because things hadn't changed much. This was in answer to a question on support for the tender fruit growers.

That's not far from the truth. Things haven't changed much. Each year we get deeper in the hole.

What he failed to say is that things will have to change a real lot if the family farm unit is to survive in Ontario.

We complain about the international farm subsidies scam and

trading. Consumers read reports that Canada hands out a lot of money to Canadian farmers. Consumers — and our MPs and our MPPs — don't stop to look where those dollars go. Most of the farm support payments provided in Canada go offshore. These are the grain subsidies that make up 80 cents of every dollar of our national farm assistance programs.

The grain provinces on the prairies have to have big dollars to sell their crops on the international market, and Canada provides these dollars. I can see why. Without these dollars Saskatchewan would die tomorrow, and Manitoba and Alberta would be crippled.

The Region of Niagara has approved a loosening up of severances. I fought for this and I don't like it. We have efficient farmers working long hard hours; providing very high quality fruits and vegetables for example. Each year the story is the same. Imports set the market price, and imports are produced at lower cost. Lower costs right across the board. No one else pays as much for labour as we do, and now the basic rate will move higher. Queen's Park wants the minimum wage increased and I'm not against that. Queen's Park does not care whether there will be any jobs for people looking for work on our farms. That's because these days senior governments are run by downtown people. In Ottawa. In Toronto.

They understand the manufacturing industries and I'm sure that we'll see pulp and paper, steel, aerospace, transportation, keep on being baled out.

Farms are not down town. Government people do not know farming. They do NOT see farming as an industry that provides more jobs than the industries they SAY they'll fight to preserve. They do not see farming in Ontario... and particularly here in Niagara... as the most fiercely competitive business of all. They don't care about imports coming in that are heavily subsidized; that have been grown with chemicals banned in Canada; that are the result of sweated labour; that come from producers who show they have absolutely NO MORAL OBLIGATION TO THEIR LANDS, THEIR WORKERS, OR ANYONE ELSE. Only to their personal profit.

We know that our costs...

fruit is a good example. When Stats Canada puts out a report saying that the cost of living declined because produce from Ontario's orchards forced down the market price for fruit, I never see anyone in government — or from a consumer group — stand up and say thank you, farmers.

The Toronto Star is running an excellent series on agriculture in Ontario. One of the facts they show is that Canadians spend \$1,600 a year on food they eat at home. Of this \$1,600 just \$110 goes to the farmer.

Before anyone asks a Niagara grower whether they have a moral obligation to stay in farming, they should look at reality. High risks. Depressed prices that look like getting worse. Heavier and heavier debt loads.

If consumers have no obligation, and if government — acting for the benefit of consumers — has no obligation, then farmers can't be stuck with carrying the load on their own backs.

Let me ask a question. Will the banks farm YOUR lands if you get foreclosed? Will they insist that it has to be a family farm?

And what about government. They threaten a "take-over" in Niagara because some of the tender fruit growers will be able to apply for severances. I say come on down and take your pick. There's lots of really good fruit farmers available and so far there are no buyers. Maybe the government wants to buy now that growers are being driven off their own lands by debt... and by no future.

Farm subsidies are a plague of global proportions. Is it morally right to bring into Canada produce grown under conditions that we do not tolerate, as human beings, and under conditions that are banned by legislation in this country?

Is it morally right for our governments to continue to ignore

Continued on Page 37

## Family Farm

Continued from Page 10

the position and start writing of 100,000 jobs right here in Ontario.

Is it morally right to allow subsidized imports into Canada that kill off opportunities of employment for our own people?

And... is it morally right to stay silent and not protest the injustices we see, and these injustices we are trying to survive?

I say NO.

In Canada we pay out 30 per cent of our income for food.

In Europe, with all the advantages of subsidized agriculture, the people of the EC nations pay out 30 per cent of income for food.

Never before in the history of Canada has there been such a one-sided commitment with growers losing, consumers gaining, and governments trying to hide under the table instead of taking action.

Farmers can't act on their own. We all realize that.

If Canada lets go of farming, we lose around 20 per cent of all jobs in the country and we put ourselves at the mercy of foreign suppliers who will be out to make a real buck. Maybe we could sit back and say it serves Canada right; but that's no consolation for agriculture... or for the family farm... or for our Country.



RECEIVED JAN 16 1992

RESPONSE TO  
TASK FORCE ON SUSTAINABLE DEVELOPMENT

January 13, 1992.

After being slighted by having my name misspelled, I came to the conclusion that if that was all that was wrong with your report, I could easily overlook the error.

I don't know how much money was spent on producing the report, hundreds of thousands at least I'm sure. This mailing alone must have cost a pretty bundle. For what? This mamby pamby mumbo jumbo? Surely the members of the task force would not accept something as inept, smarmy and airy fairy from anyone in their workplace. Surely given today's economic and social malaise their are problems in our region which require real vision, real resolve, real solutions and not this pap.

Is this all we can expect from our presumably more erudite and more aware citizens who make up this task force? Isn't there anyone out there who will tell it like it is and suggest solutions which, even if they aren't the panaceas which will solve our problems, can be discussed intelligently and perhaps bring about a consensus that all can pursue because everyone sees that the region is trying to do real things and not produce this hothouse orchid of a report on Sustainable Development which will expire with the first cool breeze which blows on it.

Yours truly,



E. Sarabura.

Edward Sarabura,  
R.R.#1,  
Jerseyville, Ontario.  
LOR 1R0

(416) 648-311

page 2

Tender Fruit Growers frustration with the Minister of Agriculture who won't ~~let~~ allow lot severances to maintain economic viability of fruit farms. The Minister of Agriculture had promised he would pay conservation covenants to keep farmers in business but then said there was no money. Meanwhile more farms are sold or abandoned.

I have a grape farm and have had 2/3 of my production removed since the Canada-U.S. Free Trade Agreement. Last year my farming income was \$750.00 (1990) In 1996 I have lost money farming.

We spent most of our time on the Agricultural Committee talking about viability. Consequently we made two strong recommendations that farmers be paid a conservation fee to preserve land for the future or allow the sale of lots, the proceeds to be invested back in the farm for economic viability. Why was this not mentioned in the Vision 2020 Statement.

Up until now Gatt has protected Milk and Chicken producers & water system under Article 11. Under the new Gatt



page 3

format tabled two weeks ago if agreed to decide it will be replaced by a system of reducing tariffs over 5 years. If that happens Milk and Chicken farms will face the same decline that Oregon Fruit Farms are facing now.

Presently only 25 per cent of farmers are full time. Is this economic viability or for that matter a proper way to run our food production business. I am sorry to say but it is very false to say agriculture is economically vibrant and viable.

The Foodland Guidelines just are not working. They impose a medieval style feudalism on farmers with no economical support to keep the farmer in business.

Respectfully yours  
Bryce Wylie



JAN 20 1992

January 16, 1992

Don Ross  
Task Force Chairman  
Sustainable Development  
Regional Municipality of  
Hamilton-Wentworth  
119 King St. W., 14th Floor  
P.O. Box 910  
Hamilton, Ontario  
L8N 3V9

cc Mank

Dear D. Ross:

Although the following may sound like semantics, I believe that it is important and so I would like to point them out to you.

1. On the recent draft of Vision 2020: The Sustainable Region, on page 1, 4th paragraph, you refer to "the physically and mentally challenged". Please refer this population as "people with disabilities" or "people with physical disabilities" or "people with cognitive disabilities". The newer terminology as I have outlined refers to us as people first and puts our disabilities as secondary. The term "challenged" sounds very much like "victim of" or "suffers with". On page 3, 3rd paragraph, you have used the same term.
2. Another question I have is, does this vision include taxes? Whether or not they are Regional or Civic should be determined.
3. When we talk about rights to the individual, one wonders if everyone will be happy with those same rights and developments.
4. PATH Employment Services encourages you to continue this visionary attitude and more strongly encourages you to implement this statement.

We would like to thank you for your efforts in developing these and again, restate our support for it.

Sincerely,

*Lisa Taylor*

for Aznive Mallett  
Executive Director

lt



178 Orchard Drive  
Ancaster, Ontario  
L9G 1Z9  
January 20, 1992

c c to Mark H.

Mr. Don Ross, Task Force Chairman  
Task Force on Sustainable Development  
Regional Municipality of Hamilton-Wentworth  
119 King Street West, 14th Floor  
P.O. Box 910, Hamilton, Ontario  
L8N 3V9

Dear Mr. Ross and Task Force:

Thank you for inviting me to reply to the draft *Vision 2020*. I am replying as a private citizen with concerns for the environment and quality of life locally, nationally and globally both now and for our childrens' and their childrens' future.

To answer some of your questions, the report is very positive and optimistic, almost *motherhood and apple-pie statements*.

The following are some thoughts that occurred as I read through the vision statement. Some of my thoughts are influenced by the ideas of some of our society's prominent individuals such as Rachel Carson, David Suzuki, Robert Bateman, Farley Mowat, and Jeremy Rifkin as well as the wisdom of some of Canada's Native people.

First of all, industries do not "produce wealth": rather all wealth is *borrowed* from the Earth leaving a debt of dispersed materials (some are pollutants) and perhaps irretrievably spent resources and the degraded Earth (when compared to human lifespans rather than to geologic time). "Economic Growth" cannot continue without including the costs of such growth to the environment. These costs must be included in *gnp's and gdp's* and not left as externals. The only free resource that we need not and cannot concern ourselves about losing or polluting is the energy that we receive from the sun.

The "system of natural areas and connecting corridors" sounds quite marginal to represent wilderness to creatures other than human. How will there be "continuous public open space along the bayshore" with the presence of Stelco, Dofasco, the railroad lines, the D.N.D. and other privately owned properties?

I agree with the statements concerning clustered communities for living and working. But how will this come about with sixty completed years of unplanned mobility using the automobile? Perhaps it will take place by means of the computer and advanced communications allowing many to work from their own homes. Our offices and businesses will reside in the memory storages of computers. The goal of a "full range of housing types" so that retirees and young people can mix in the same community would seem to be a desirable and attainable goal.

The "integrated public transportation system" along with provision for safe walking and cycling on routes kept separate from highway traffic is a goal that should be a **first priority** right now! The internal combustion automobile presently dominates in terms of space, noise, energy use and pollution. How can we imagine that we're going to leave anything to future generations when one really looks closely at a local super highway during rush hour. Multi-laned super highways also serve as complete and deadly barriers to wild life migrations. So much for many "linked natural corridors". Of course the decline of use of the personal automobile will cause drastic restructuring and dislocation of the economy because the automobile is the core of so much of our industrial production and service sectors.

I think there is growing awareness of personal responsibility for good health but continued education is needed particularly among youth who are still being sold poor health habits by television and other media advertizing. We are also realizing that we cannot afford to *buy* our health from medical professionals. Walking and cycling mentioned earlier would promote low cost health as well as cheap transportation.

Education of all ages must take a different direction if life on this planet is to continue. For the years following the Second World War, we in the western world have been living far beyond our means. Much of our economy and employment is based upon production that is intended to become waste - from pop cans to automobiles. We need to learn to live *wanting less* and wanting also to *share* our abundance with those who have less - globally. We have been taught to be consumers and to always expect more. We're still being told this by backward politicians who say that we need Sunday shopping to survive. With their eyes fixed firmly on the short term (getting elected), they are too gutless to tell us the truth. I believe that education along with fearless leadership is **the first priority**, for without it everything else in this draft will fail. Actually education is working, for I believe that one reason (not all) for the present recession is that people throughout North America are acting upon advice to recycle, reuse and reduce to the point where we are consuming less. Therefore oversupply produces recession.



With the economic restructuring that is now occurring and that will continue, it seems that not everyone will be able to be employed for remuneration. A solution is the guaranteed annual income for every family regardless of employment. Before this is rejected, we need only remind ourselves that an increasing number already have this - as pensioners. We don't call pensioners welfare bums because they don't work. Our economy certainly produces sufficient food and goods, but we are not supplying potential consumers with the means to consume simply because they don't have a job. This problem will have to be faced realistically in order to have sustainable development.

Mention is made of the "Carolinian Forests" of the region and that tourism of these natural areas can provide livelihood. However, my observations of the Dundas Valley over the last twenty years don't lead me to believe we're very serious about preserving forest. The Dundas Valley has been the victim of poor planning with eyesore development along Governor's Road allowed by the Region and the Town of Dundas. In Ancaster the valley has lost it's wild feel as housing has been built at the edges of ravines so that houses can be seen from almost anywhere in the valley now.

You mention agriculture practice and the use of "urban organic waste" - a good idea. We should be weaning ourselves from our unhealthy dependence upon chemical fertilizers, herbicides and pesticides because these substances do not disappear and do cause damage somewhere *downstream*. I would like to see us get our lawns off these substances as well; in fact if we allowed plants indigenous to our region to grow on our properties instead of grass turf we wouldn't need to be so dependent on these substances. Can this be encouraged in our region? There goes another industry (*the Weedman*)! Sadly, our best farmland is gone. As I heard a Native (Indian) person say - "Hamilton is already dead - paved over and built on with concrete."

What might be missing from Vision 2020 is the suggestion to seek the vision and advice of serious Native elders of our region who lived in a sustained way on Turtle Island (North America) long before European man arrived only a few hundred years ago.

Sincerely

*Murray D. Lumley*

Murray D. Lumley

Ans: . . .

# Anonymous Statement

---





RECEIVED JAN 30 1992

The Task Force on Sustainable Development  
c/o Regional Planning and Development Department  
119 King St. West, 14th Floor  
P.O.Box 910 Hamilton, ON  
L8N 3V9  
January 30, 1992

Dear Members of the Task Force

I have read "Vision 2020" and like to give my view and comments on it.

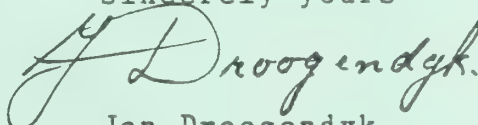
I think your view is a very unrealistic ideal. You make it sound like there ~~will be~~ a Paradise on earth, only without God. I think that is what is missing. If you leave God out of the picture, you will not succeed.

The reality is, that man was corrupt since the fall in Paradise, was corrupt thirty years ago, and will remain corrupt till the end of the world.

If you really want to have a look in the future, than read the Bible, God's infallible Word, which can make man wise to salvation. (For example Psalm 90.)

I know planning is necessary, but we have to stay realistic, and the reality is, that, because of sin, this world is cursed, and will bring forth thorns and thistles in the field, and figuratively in our lives.

Sincerely yours



Jan Droogendyk  
476 4th Concession  
RR#2 Waterdown, ON  
LOR 2H2

~~last time on Sustainable Development~~

Dear Sirs:

This idea is simple!

Stop promoting Mt Hope Hamilton  
Airport: the less the jet engine the less the  
pollution - leave it in Toronto.

The jet airplane must have reach the point  
where they pollute the most of any other single  
item - factories or Automobiles, because of frequencies  
and tremendous sizes they have achieved. In the modern  
jet airplane is loaded with 54000 lbs of kerosene (light oil)  
dropping  $\text{CO}_2$  our enemy in the Green House effect  
and it is already deposited high in our sky, where we most  
definitely don't need it. But efficiently distributed quickly  
across country after country and not noticed except in  
a beautiful jet trail (water droplets on  $\text{CO}_2$  particles)

Please really reconsider your position!

Lloyd John Siggett

119 ~~Elm~~ Allenby Ave

Hamilton Ont.

L9A 2T6

385 9670



## Task Force (cont'd)

2

The ecological impact is almost none disturbing to our lives - even the corridor for the water pipes under after closing can be farmed as usual prior to burial

This concept built by and for our community can be done by our own ingenuity & finance with a minimum permission from many obstructionists including Ontario Hydro!

We have the technology mostly available that promises a excellent harvest for our future

My name is Lloyd John Siggett 385-7690  
117 Allenby Ave  
Hamilton Ontario age 72  
L9A 2T6

I will be in California for the month of February otherwise available if you wish.

My partner in this concept is a 17 year old gardener  
Scott Fredrick Eason 384-9803  
152 Golden Orchard  
Hamilton Ontario  
L9C 2J6

RECEIVED JAN 29 1992

359 Upper Ottawa St.  
Hamilton, Ontario  
L8T 3S5

January 25, 1992

The Task Force on  
Sustainable Development  
c/o Regional Planning and  
Development Department  
119 King Street West, 14th Floor  
P.O. Box 910  
Hamilton, Ontario  
L8N 3V9

Dear Task Force:

Re: Vision 2020: The Sustainable Region

I enjoyed reading issue No. 3, Winter 1992, of the "Vision 2020: The Sustainable Region." It is an excellent presentation for explaining what you are trying to accomplish. But I think I found one thing that is missing,- an objective statement that summarizes it all, so that the people can easily grasp and cite it at any time.

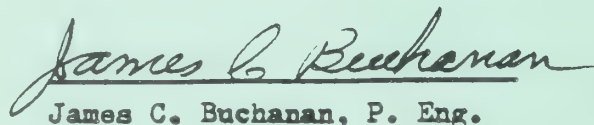
My suggestion for an objective statement would be as follows:

OBJECTIVE

Our ambition, as caring people, is to make the Hamilton-Wentworth Region by the year 2020 and on, the best place in the world to live in harmony.

I sincerely hope that I have been constructive in helping the Task Force accomplish its purpose.

Yours very truly,

  
James C. Buchanan, P. Eng.

A Citizen for 50 years

JCB/MB



# GREAT LAKES FACTS 30 (7)

## LES GRANDS LACS EN BREF

### CLIMATE CHANGE AND GREAT LAKES-ST. LAWRENCE RIVER LAND USE

Most scientists agree that the Earth's climate is changing. Burning fossil fuels, clearing forests, growing rice, and other activities are increasing concentrations of carbon dioxide, methane, nitrous oxides, chlorofluorocarbons (CFC's), and other gases in the atmosphere.

These "greenhouse" gases trap heat from the sun, gradually warming the Earth. If "greenhouse" gases continue to build up, the Earth's temperature could increase by 1.5 C to 4.5 C (2.7 to 8.1 F) degrees by 2060. Precipitation, clouds, and winds would also change with this warming.

Some effects of this global warming may be felt soon. Average global temperatures have increased about .5 C (.9 F) degree during this century. One climate model projects that there may be twice as many hot summers during the 1990's as between 1950 and 1980.

### GREAT LAKES-ST. LAWRENCE BASIN LAND USE

The 1.2 million-square kilometer (470,224-square mile) Great Lakes-St. Lawrence basin dominates northeastern North America. The land is heavily forested, especially in the north, with 58% of the Great Lakes basin in forests and woodlands. Farms cover 30% of the land around the Lakes, and in the south, cover more than half the land. The basin's 42.5 million residents are concentrated in waterfront cities such as Chicago, Detroit, Cleveland, Toronto, and Montreal. These metropolises, which cover only 6% of the basin, occupy 43 percent of the shoreline of Lakes Michigan, Erie, and Ontario. In the U.S., less than .5% of the Lakes' area is wetland.

Almost all the lake bottoms below the ordinary water line and, in the U.S., about 20% of the basin's land are publicly owned. Along the shoreline, 11 percent of the land is used for recreation. In cities, these recreation areas include many marinas and developed waterfronts. In rural areas, they are mostly parks, forests, and natural areas.

Where development is too close to the shoreline, it is often damaged by the flooding and erosion which accompanies fluctuations in Great Lakes water levels. Six percent of the U.S. shoreline is subject to critical erosion, and 10% is subject to flood damage. Many areas have built revetments, groins, landfills, or other structures to retard coastal erosion.

Electric power production is an important use of the Great Lakes' shoreline. There are 71 large thermal-electric power plants along the coast, one for every 140 miles (240 km) of shoreline.



## CLIMATE CHANGE'S EFFECTS ON THE GREAT LAKES AND ST. LAWRENCE RIVER

Researchers have developed scenarios describing global warming's effects on the Great Lakes basin if the concentration of carbon dioxide doubles. These are only possible scenarios, not predictions. Present climate models cannot reliably project how climate will change in any particular region or how climate variability will change.

- o The average temperature could go up .9 to 1.2 C (1.6 to 2.2 F) degrees by 2010, and 4.3 to 4.7 C (7.7 to 8.5 F) degrees by 2055. Winter temperatures could be about 4 to 7 C (7 to 13 F) degrees warmer, and summer temperatures about 3 to 7 C (5 to 13 F) degrees warmer.
- o Lake Erie could decline by .8 to 1.9 meters (2.5 to 6.25 feet) due to falling runoff and increasing evaporation. Lakes Michigan and Huron could decline by 1 to 2.5 meters (3.25 to 8.2 feet). Lake Superior could decline by .4 to .5 meters (1.25 to 1.5 feet). Inland lakes could also recede.
- o The St. Lawrence River's outflow could decline by 20 percent. The decline in flows of rivers tributary to the Lakes could range from 1.7 percent in the Superior basin to 42.5 percent in the St. Clair basin.
- o The ice cycle could be 6 to 10 weeks shorter on Lake Erie, and 5 to 12 1/2 weeks shorter on Lake Superior. Ice cover could begin to decline significantly between 2011 and 2040, but ice would still form in mid-lake some winters.
- o Mean winter snowfall could decrease 20-80 percent, with the biggest change north of the lower Lakes. Near Lake Superior, the average snowpack could be cut by more than half; to the south, the snowpack could be almost entirely absent.

These changes would affect land use in the Great Lakes-St. Lawrence basin.

- o In the southern part of the basin, forests could decline because of the heat and drier soil conditions. To the north, commercially valuable timber species could be replaced by less valuable trees. Some forests could be cleared if warm weather makes them more suitable for farming.
- o Lower lake levels could expose almost 1000 square miles of new shoreline in the U.S. While wider beaches might reduce shoreline erosion in some places, in others the loss of ice which protects shorelines from winter gales might increase retreat. In the U.S., over 65% of Great Lakes-St. Lawrence wetlands could be affected.
- o More people could move to the basin from areas more severely harmed by climate change. Within the basin, people and businesses could be drawn from inland lakes and rivers to the Great Lakes' shores, with their more abundant water resources.
- o Recreational use of the Great Lakes' shoreline might increase, as inland streams and lakes recede and forests decline.



- o Up to twelve new large power plants could be needed by 2010 to meet regional energy requirements induced by global warming and to replace lost hydropower.

#### PREPARING FOR CLIMATE CHANGE IN THE GREAT LAKES-ST. LAWRENCE BASIN

The factors driving global warming are inherent in our civilization. It may be possible to slow the rate at which "greenhouse" gases increase in the atmosphere, but some global warming is probably inevitable. Once the impact of global warming occurs, it may take centuries to reduce.

Three kinds of actions are needed to prepare the Great Lakes for this climate change.

- o Research. More scientific investigation is needed to verify models of climate change and to better understand how and when it will affect the Great Lakes and St. Lawrence River. The Canadian Climate Program, U.S. Environmental Protection Agency, and U.S. National Oceanic and Atmospheric Administration are studying how global warming will affect the Great Lakes.
- o Reduce "greenhouse" gas emissions. Practical short-term ways to control the emission of greenhouse gases include: protecting forests, eliminating CFC's, and reducing the use of fossil fuels through improved power generation technologies, better energy conservation, more efficient end use of energy, and cleaner energy sources.
- o Adapt to climate change. The effects of global warming on Great Lakes land use can be mitigated:

Determine lake bed ownership. Laws should be adopted to determine who would own newly exposed lake bottoms. These new lands could provide a continuous band of public shoreline around the Lakes.

Adapt to fluctuating lake levels. By setting development back from erosion prone beaches and floodplains and designing marinas and other developments to accommodate fluctuations in lake levels, damage from the lake level declines and ice loss caused by climate change can be reduced.

Anticipate climate change. The potential for lower lake levels and declines in forest cover should be considered in long range development and land use decisions. Public forest lands will become more important for wildlife, recreation, and timber production if private forests are cleared for farming. Coastal parks will become more valuable as inland rivers recede and forests decline. If climate change lowers lake levels, expensive structures intended to control coastal flooding and erosion may not work.

Reserve undeveloped shorelines. Some undeveloped shoreline areas should be reserved for large, water dependent uses, like power plants, which would require a location along the lakeshore.

#### FOR FURTHER INFORMATION

Center for the Great Lakes. Effects of Global Warming on the Great Lakes. Chicago. 1988. 32 pp. (Available for purchase for \$5 C [\$4 US] from the Center for the Great Lakes.)

Canadian Climate Centre and U.S. National Oceanic and Atmospheric Administration. 1989. Impacts of Climate Change on the Great Lakes Basin. Downsview, Ontario. 210 pp.

The DPA Group Inc. CO2 Induced Climate Change In Ontario: Interdependencies and Potential Resource and Socioeconomic Strategies. Environment Canada, Ottawa, 1986. 56 pp.

U.S. Environmental Protection Agency. Report to Congress on the Potential Effects of Climate Change in the United States. In press.

#### GLOSSARY

carbon dioxide: a heavy, colorless gas produced by combustion and decomposition of organic matter.

chlorofluorocarbons (CFCs): a synthetic gas used as a refrigerant.

floodplain: the area along a lake or river that is subject to periodic flooding.

methane: a colorless, odorless gas that is a product of decomposition of organic matter in marshes and mines.

nitrous oxides: a colorless gas produced by the combustion of fossil fuels.

runoff: the portion of precipitation that is not absorbed into the ground and which flows through natural surface channels.

*The production of this Fact Sheet has been made possible by grants from the Northwest Area Foundation and the U.S. National Oceanic and Atmospheric Administration.*

May 19, 1989



# GREAT LAKES FACTS

---

## LES GRANDS LACS EN BREF

### CLIMATE CHANGE AND THE ECONOMY OF THE GREAT LAKES-ST. LAWRENCE BASIN

Most scientists agree that the Earth's climate is changing. Burning fossil fuels, clearing forests, growing rice, and other activities are increasing concentrations of carbon dioxide, methane, nitrous oxides, chlorofluorocarbons (CFC's), and other gases in the atmosphere.

These "greenhouse" gases trap heat from the sun, gradually warming the Earth. If "greenhouse" gases continue to build up, the Earth's temperature could increase by 1.5 C to 4.5 C (2.7 to 8.1 F) degrees by 2060. Precipitation, clouds, and winds would also change with this warming.

Some effects of this global warming may be felt soon. Average global temperatures have increased about .5 C (.9 F) degree during this century. One climate model projects that there may be twice as many hot summers during the 1990's as between 1950 and 1980.

### THE ECONOMY OF THE GREAT LAKES-ST. LAWRENCE BASIN

The Great Lakes-St. Lawrence basin is home to 42.5 million residents. They are concentrated in waterfront cities such as Chicago, Detroit, Cleveland, Toronto, and Montreal.

The basin is North America's manufacturing heartland, with almost 70% of Canada's manufacturing and a quarter of U.S. manufacturing here. Water intensive industries, such as primary metals, timber products, food processing, and chemicals are major sectors in the region's economy.

Electric power, another key economic sector, is the major user of Great Lakes' water. Fossil fueled power plants provide 80% of the Great Lakes states' power, and hydropower provides 5%. In Ontario and Quebec, hydropower generates 62% of the electricity, with 25% from nuclear generators and 12% from fossil fueled power plants.

Agriculture, the largest industry in the region, provides \$43 billion (U.S.) in cash receipts. The major farm commodities -- corn, soybeans, and wheat -- are very sensitive to export markets, which provide almost half of the region's farm income. In the north, forest products are a major sector.

Great Lakes-St. Lawrence River navigation is important to grain exporters and steel and power producers. Winter ice, the 8 meter (26 foot) depth of the basin's navigation channels, and the difficulty of disposing dredged spoils which are often contaminated by toxic chemicals constrain shipping on the Lakes.



Tourism generates \$17 to \$24 Billion (U.S.) in the region. Outdoor recreation contributes much of this, with visits to U.S. parks generating \$3.7 billion (U.S.) and sportfishing generating \$1.8 billion (U.S.).

#### CLIMATE CHANGE'S EFFECTS ON THE GREAT LAKES AND ST. LAWRENCE RIVER

Researchers have developed scenarios describing global warming's effects on the Great Lakes basin if the concentration of carbon dioxide doubles. These are only possible scenarios, not predictions. Present climate models cannot reliably project how climate will change in any particular region or how climate variability will change.

- o The average temperature would go up .9 to 1.2 C (1.6 to 2.2 F) degrees by 2010, and 4.3 to 4.7 C (7.7 to 8.5 F) degrees by 2055. Winter temperatures would be about 4 to 7 C (7 to 13 F) degrees warmer, and summer temperatures about 3 to 7 C (5 to 13 F) degrees warmer.
- o Lake Erie would decline by .8 to 1.9 meters (2.5 to 6.25 feet) due to falling runoff and increasing evaporation. Lakes Michigan and Huron would decline by 1 to 2.5 meters (3.25 to 8.2 feet). Lake Superior would decline by .4 to .5 meters (1.25 to 1.5 feet).
- o The St. Lawrence River's outflow would decline by 20 percent. The decline in flows of rivers tributary to the Lakes would range from 1.7 percent in the Superior basin to 42.5 percent in the St. Clair basin.
- o The ice cycle would be 6 to 10 weeks shorter on Lake Erie, and 5 to 12 1/2 weeks shorter on Lake Superior. Ice cover would begin to decline significantly between 2011 and 2040, but ice would still form in mid-lake some winters.

These changes would affect the economy of the Great Lakes-St. Lawrence basin.

- o More people may move to the basin from areas more severely harmed by climate change.
- o Water using industries could be drawn from inland lakes and rivers to the Great Lakes' shores, with their more abundant water resources.
- o In the U.S., electric power demand would grow to meet new summer cooling needs. In the Great Lakes states, twelve new large power plants could be needed by 2010 to meet the regional energy requirements induced by global warming and to replace lost hydropower. In Ontario, electric power demand could fall by 2-3% due to reductions in demand for winter heating. (These projections assume present energy efficiencies and generation technologies).
- o Navigation costs could increase. While the longer ice free season would extend the navigation period, declining water levels would limit cargo capacity, especially for large vessels. Restoring navigation depths by dredging may not be feasible where toxic chemicals contaminate channels and harbors. Grain available for export through the Seaway could decline with falling production in Canada's Prairies.



- o In the southern part of the basin, corn might be replaced by cotton, sorghum, or other crops better suited to hot, dry weather. To the north, commercial forest could decline if the heat and drier soil conditions favor less valuable tree species. Some forests might be cleared if the warmer weather makes them more suitable for farming.
- o Recreational use of the Great Lakes' shoreline might increase, as inland streams and lakes recede and forests decline. Great Lakes' water quality might decline, harming recreation in some areas.

#### PREPARING FOR CLIMATE CHANGE IN THE GREAT LAKES-ST. LAWRENCE BASIN

The factors driving global warming are inherent in our civilization. It may be possible to slow the rate at which "greenhouse" gases increase in the atmosphere, but some global warming is probably inevitable. Once the impact of global warming occurs, it may take centuries to reduce.

Three kinds of actions are needed to prepare the Great Lakes for this climate change.

- o Research. More scientific investigation is needed to verify models of climate change and to better understand how and when it will affect the Great Lakes and St. Lawrence River. The Canadian Climate Program, U.S. Environmental Protection Agency, and U.S. National Oceanic and Atmospheric Administration are studying how global warming will affect the Great Lakes.
- o Reduce "greenhouse" gas emissions. Practical short-term ways to control the emission of greenhouse gases include: protecting forests, eliminating CFC's, and reducing the use of fossil fuels through improved power generation technologies, better energy conservation, more efficient end use of energy, and cleaner energy sources.
- o Adapt to climate change. The effects of global warming on the Great Lakes-St. Lawrence economy can be mitigated:

Consider climate change in economic development decisions. Long term investment decisions should consider how declines in lake levels and stream flows or shifts in agricultural crops and forests may influence the economy. For example, the capacity for lakefront tourism to offset declines in inland areas as rivers recede and forests decline will depend on shoreline developments' adaptability to lower lake levels. Electric power, shipping, and water-related manufacturing sectors would also be sensitive to climate change's impacts.

Protect Great Lakes water supplies. The Great Lakes states and provinces have signed the Great Lakes Charter, pledging to regulate diversion and consumption of Great Lakes waters. Carrying out the Charter can help prepare for the decline in water supplies which global warming would cause. The provisions of the Charter, backed by Canadian and U.S. law and international treaty, can help prevent Great Lakes waters from being diverted to other basins and keep them here, where

they could be needed to mitigate climate change's impacts. Conserving water and reducing water waste can also restrain demand on the Great Lakes and the cities and industries they support.

#### FOR FURTHER INFORMATION

Center for the Great Lakes. Effects of Global Warming on the Great Lakes. Chicago. 1988. 32 pp. (Available for purchase for \$5 C [\$4 US] from the Center for the Great Lakes.)

Canadian Climate Centre and U.S. National Oceanic and Atmospheric Administration. 1989. Impacts of Climate Change on the Great Lakes Basin. Downsview, Ontario. 210 pp.

The DPA Group Inc. CO2 Induced Climate Change In Ontario: Interdependencies and Potential Resource and Socioeconomic Strategies. Environment Canada, Ottawa, 1986. 56 pp.

Sanderson, Marie. 1987. Implications of Climatic Change for Navigation and Power Generation in the Great Lakes. Environment Canada. 19 pp.

U.S. Environmental Protection Agency. Report to Congress on the Potential Effects of Climate Change in the United States. In press.

#### GLOSSARY

**carbon dioxide:** a heavy, colorless gas produced by combustion and decomposition of organic matter.

**chlorofluorocarbons (CFCs):** a synthetic gas used as a refrigerant.

**floodplain:** the area along a lake or river that is subject to periodic flooding.

**methane:** a colorless, odorless gas that is a product of decomposition of organic matter in marshes and mines.

**nitrous oxides:** a colorless gas produced by the combustion of fossil fuels.

**runoff:** the portion of precipitation that is not absorbed into the ground and which flows through natural surface channels.

*The production of this Fact Sheet has been made possible by grants from the Northwest Area Foundation and the U.S. National Oceanic and Atmospheric Administration.*

May 19, 1989



# GREAT LAKES FACTS

---

# LES GRANDS LACS EN BREF

MANAGING GREAT LAKES EROSION AND FLOODING IN ONTARIO

## EROSION

Under the provincial Conservation Authorities Act, Ontario provides for municipalities within a particular watershed to form a Conservation Authority for water and related land management, as well as other natural resource conservation and development purposes. The Authorities are authorized to regulate development in erosion hazard areas.

The governments of Canada and Ontario have extensively mapped Great Lakes areas prone to erosion. The erosion-prone area is measured inland from the edge of coastal bluffs for a distance determined by multiplying the average annual recession rate by 100 years, with allowances made for a stable slope.

Conservation Authorities may restrict construction and other activities within these areas. Several of the 25 Conservation Authorities along the Great Lakes coastline, including the Metropolitan Toronto Regional Conservation Authority, have registered regulations controlling construction in shoreline erosion hazard areas. The Authorities and the Ministry of Natural Resources encourage municipalities to identify these hazard areas in their official land use plans.

## FLOOD PLAIN MANAGEMENT

Conservation Authorities have the power to regulate development in flood hazard areas. The governments of Canada and Ontario have extensively mapped Great Lakes areas prone to floods. The identification of flood-prone areas is based on the 100 year flood and 100 year wave runup levels. Several of the 25 Conservation Authorities along the Great Lakes coastline, including the Metropolitan Toronto Regional Conservation Authority, have registered regulations controlling construction or fill in flood hazard areas. The Authorities and the Ministry of Natural Resources encourage municipalities to identify flood prone areas in their official land use plans.

## OTHER MANAGEMENT TECHNIQUES

Technical and financial assistance. The Conservation Authorities Act allows the Ministry of Natural Resources to provide grants to Conservation Authorities and support them with technical assistance.

Under Ontario's Shoreline Property Assistance Act, subsidized loans are also provided for construction of protective works and repairs to damaged structures, and for raising or relocating structures as a result of damage (or to prevent damage).



Shoreline Management Assistance Committee. Recently, a report of the "Shoreline Management Review Committee", established by the provincial cabinet in response to the high lake levels of 1985 and 1986, called for major new long-term initiatives for Great Lakes shoreline management. Many of the committee recommendations, if implemented, could significantly improve the Province's ability to address flooding and erosion hazards. Based on the Committee's recommendation, in December, 1986 the Province designated the Ministry of Natural Resources as the lead ministry for Great Lakes shoreline management programs. At the same time, Conservation Authorities were designated as the lead implementing agencies authorized to regulate development along the Great Lakes shoreline. Among other recommendations is a provision that in cases where no Conservation Authority exists to oversee future shoreline works, the Ministry of Natural Resources would assume direct responsibility for overseeing future shoreline works.

Contact: Maurice Lewis, Director, Conservation Authorities and Water Management Branch, Ontario Ministry of Natural Resources, Room 5620, 99 Wellesley St. W, Whitney Block, Queen's Park, Toronto, ON M7A 1W3, (416) 965-6287.

#### GLOSSARY

flood plain: the area along a lake or river that is subject to periodic flooding.

recession rate: the rate at which a shoreline moves landward, generally due to erosion.

setback: a minimum distance that new structures must be set back from the edge of a bluff or bank.

wave runup: the vertical distance that storm- or wind-driven waves will rise when they hit a beach or other sloped shoreline.

100 year flood: a flood which will, over a long period of time, be equalled or exceeded once every 100 years.

*The production of this fact sheet is made possible by grants from the Northwest Area Foundation and the U.S. National Oceanic and Atmospheric Administration.*

1/31/89



# GREAT LAKES FACTS

---

## LES GRANDS LACS EN BREF

### CLIMATE CHANGE AND GREAT LAKES-ST. LAWRENCE RIVER WATER QUALITY

Most scientists agree that the Earth's climate is changing. Burning fossil fuels, clearing forests, growing rice, and other activities are increasing concentrations of carbon dioxide, methane, nitrous oxides, chlorofluorocarbons (CFC's), and other gases in the atmosphere.

These "greenhouse" gases trap heat from the sun, gradually warming the Earth. If "greenhouse" gases continue to build up, the Earth's temperature could increase by 1.5 C to 4.5 C (2.7 to 8.1 F) degrees by 2060. Precipitation, clouds, and winds would also change with this warming.

Some effects of this global warming may be felt soon. Average global temperatures have increased about .5 C (.9 F) degree during this century. One climate model projects that there may be twice as many hot summers during the 1990's as between 1950 and 1980.

### GREAT LAKES-ST. LAWRENCE RIVER WATER QUALITY

The Great Lakes and St. Lawrence River were naturally very pure, with low levels of dissolved solids and abundant wetlands and forests to filter runoff, keeping the water clear.

Oxygen levels in the Lakes vary seasonally. During summer, warming of the Lakes' surface creates two layers -- an oxygen rich upper layer and an oxygen poor lower layer. In spring and fall, these layers mix, restoring oxygen to the Lakes' depths. In winter, ice separates the Lakes from the air, preventing the recharge of oxygen to the water. Low oxygen levels can harm fish and other life.

Today, 22 million cubic meters (5.8 billion gallons) of treated sewage and industrial wastewater are discharged to the Lakes and St. Lawrence River daily. The Lakes and river also receive runoff contaminated by farms and cities, water heated by thermal-electric power plants, and toxic chemicals carried by air pollution. These discharges harm water quality. Nutrients in sewage and fertilizer running off farms have increased the growth of algae, which eventually decomposes, depleting dissolved oxygen in the Lakes' depths. Decomposing organic matter from treated sewage also uses up dissolved oxygen. Manmade chemicals, like PCBs, and heavy metals threaten the health of fish, wildlife, and people. Water quality is worst where these chemicals have contaminated the bottom sediments of bays and harbors.

Canada and the U.S. are working to restore water quality in the Lakes and river. The goal is to keep the Lakes clear, with little algae growth, adequate oxygen levels, and virtually no discharge of toxic chemicals. Over



\$20 billion C (\$18 billion U.S) have been invested in municipal and industrial wastewater treatment plants since 1971. Nutrients in detergents and in the runoff from farms have been reduced. These efforts have controlled algae blooms and restored oxygen levels almost everywhere. A new effort is underway to reduce the discharge of toxic chemicals and clean up contaminated bays and harbors.

#### CLIMATE CHANGE'S EFFECTS ON THE GREAT LAKES AND ST. LAWRENCE RIVER

Researchers have developed scenarios of how global warming may affect the Great Lakes basin if the concentration of carbon dioxide doubles. These are only possible scenarios, not predictions. Present climate models cannot reliably project how climate will change in any particular region or how climate variability will change.

- o The average air temperature would go up between .9 and 1.2 C (1.6 and 2.2 F) degrees by 2010, and 4.3 and 4.7 C (7.7 and 8.5 F) degrees by 2055. Water temperatures would also rise, with a maximum increase of up to 5 degrees C (9 degrees F) in the surface waters of Lake Erie.
- o Lake Erie would decline by .8 to 1.9 meters (2.5 to 6.25 feet). Lakes Michigan and Huron would decline by 1 to 2.5 meters (3.25 to 8.2 feet). Lake Superior would decline by .4 to .5 meters (1.25 to 1.5 feet).
- o The St. Lawrence River's outflow would decline by 20 percent. The decline in flows of rivers tributary to the Lakes would range from 1.7 percent in the Superior basin to 42.5 percent in the St. Clair basin.
- o The sea level in the Gulf of St. Lawrence would rise from 0.5 to 2.0 meters (1.5 to 6 feet) by 2100.
- o Forests could decline because of the heat and drier soil conditions, or could be cleared if the warmer weather makes them more suitable for farming.

These changes would affect Great Lakes-St. Lawrence River water quality.

- o Dissolved oxygen might decline as the Lakes warm. In the Lakes' depths, the warmer water could extend the period of thermal layering, and in shallow basins, the seasonal mixing of water might not occur, depleting dissolved oxygen levels.
- o The warmer water would increase the growth of algae and bacteria, adding to the depletion of oxygen levels. Declines in stream flows would reduce the flushing of shallow bays and the dilution of organic matter, lowering oxygen levels further.
- o As lake levels recede, sewage treatment plant outfalls would discharge in shallower water, adding to demands on dissolved oxygen there.
- o As water levels decline, the concentration of toxic chemicals would increase, especially in rivers and shallow bays. Toxic chemicals which contaminate harbors and navigation channels could be resuspended by dredging to restore depths suitable for shipping.



- o Salt water from the rising seas would threaten fresh water supplies drawn from the lower St. Lawrence River.
- o Runoff contaminated by fertilizers and toxic chemicals could increase with new farming and urban expansion, especially in northern latitudes. If declining lake levels destroy wetlands which now filter runoff, more pollutants would reach the Lakes and river. Air deposition of pollutants may also increase if fossil fuels are burned to meet rising demands for electricity.
- o More sewage might be generated as people moved to the basin from areas more severely harmed by climate change. If new power plants are built to provide more electricity for air conditioning, their heated discharges would add to the warming of nearshore waters, further depleting dissolved oxygen.

#### PREPARING FOR CLIMATE CHANGE IN THE GREAT LAKES-ST. LAWRENCE BASIN

The factors driving global warming are inherent in our civilization. It may be possible to slow the rate at which "greenhouse" gases increase in the atmosphere, but some global warming is probably inevitable. Once the impact of global warming occurs, it may take centuries to reduce.

Three kinds of actions are needed to prepare the Great Lakes for this climate change.

- o Research. More scientific investigation is needed to verify models of climate change and to better understand how and when it will affect the Great Lakes and St. Lawrence River. The Canadian Climate Program, U.S. EPA, and U.S. National Oceanic and Atmospheric Administration are studying how global warming will affect the Great Lakes.
- o Reduce "greenhouse" gas emissions. Practical short-term ways to reduce the emission of greenhouse gases include protecting forests, eliminating CFC's, and reducing the use of fossil fuels through improved power generation technologies, better energy conservation, more efficient end use of energy, and cleaner energy sources.
- o Adapt to climate change. The effects of global warming on Great Lakes water quality can be mitigated:

Restore Great Lakes-St. Lawrence River water supplies. If toxic contaminants can be cleaned up before water levels decline, the effects of global warming on water quality will be less severe. Developing better controls on toxic air pollution and runoff from farms and cities will also be very important.

Anticipate climate change. The potential for lower lake levels and river flows should be considered when designing and locating wastewater outfalls. Long-term water quality strategies should rely more on reducing the sources of nutrients and toxic chemicals and less on diluting pollution.

Protect Great Lakes water. The Great Lakes states and provinces have signed the Great Lakes Charter, pledging to regulate diversion and consumption of Great Lakes waters. Carrying out the Charter can help protect water quality by minimizing potential declines in water levels and stream flows caused by water use or diversion. The coordinated provincial-state water management program called for in the Charter could help assure fair consideration of the need to sustain St. Lawrence River flows to repel salt water intrusion.

#### FOR FURTHER INFORMATION

Center for the Great Lakes. Effects of Global Warming on the Great Lakes. Chicago and Toronto. 1988. 32 pp. (Available for purchase for \$5 C [\$4 US] from the Center for the Great Lakes.)

Canadian Climate Centre and U.S. National Oceanic and Atmospheric Administration. 1989. Impacts of Climate Change on the Great Lakes Basin. Downsview, Ontario. 210 pp.

International Joint Commission. Report on Great Lakes Water Quality. Windsor, Ontario. 236 pp. 1987.

U.S. Environmental Protection Agency. Report to Congress on the Potential Effects of Climate Change in the United States. In press.

#### GLOSSARY

**algae:** aquatic plants, such as seaweeds and pond scums, with chlorophyll.

**carbon dioxide:** a heavy, colorless gas produced by combustion and decomposition of organic matter.

**chlorofluorocarbons (CFCs):** a synthetic gas used as a refrigerant.

**heavy metals:** metals such as mercury, cadmium, lead, and arsenic used in manufacturing and industrial processes and in consumer products.

**methane:** a colorless, odorless gas that is a product of decomposition of organic matter in marshes and mines.

**nitrous oxides:** a colorless gas produced by the combustion of fossil fuels.

**nutrients:** substances, principally phosphorous and nitrogen, which assist plants and animals in producing and using food. Excesses of these materials can promote nuisance growths of aquatic plants.

**PCB:** a family of organic chemicals containing chlorine. PCB's are toxic and once released, persist in the environment.

*The production of this Fact Sheet has been made possible by grants from the Northwest Area Foundation and the U.S. National Oceanic and Atmospheric Administration.*

May 25, 1989



# GREAT LAKES FACTS

---

## LES GRANDS LACS EN BREF

### CLIMATE CHANGE AND GREAT LAKES-ST. LAWRENCE RIVER WATER SUPPLIES

Most scientists agree that the Earth's climate is changing. Burning fossil fuels, clearing forests, growing rice, and other activities are increasing concentrations of carbon dioxide, methane, nitrous oxides, chlorofluorocarbons (CFC's), and other gases in the atmosphere.

These "greenhouse" gases trap heat from the sun, gradually warming the Earth. If "greenhouse" gases continue to build up, the Earth's temperature could increase by 1.5 C to 4.5 C (2.7 to 8.1 F) degrees by 2060. Precipitation, clouds, and winds would also change with this warming.

Some effects of this global warming may be felt soon. Average global temperatures have increased about .5 C (.9 F) degree during this century. One climate model projects that there may be twice as many hot summers during the 1990's as between 1950 and 1980.

### GREAT LAKES-ST. LAWRENCE RIVER WATER SUPPLIES

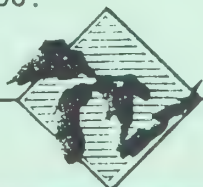
The Great Lakes hold 22.7 trillion cubic meters (6 quadrillion gallons) of water -- 18% of the planet's fresh surface water. The Lakes' levels fluctuate with the weather, varying up to a meter (3 feet) around their average level. The Lakes discharge to the ocean through the St. Lawrence River, which pours from Lake Ontario towards the Gulf of St. Lawrence at an average rate of 7000 cubic meters (1.8 million gallons) per second.

Locks built at the outlets of Lakes Superior and Ontario affect the Lakes' levels and the outflow to the St. Lawrence River. For example, the locks reduce Lake Ontario's fluctuations by .3 meters (one foot) and keep enough water flowing in the channels between the Lakes for navigation.

Water is also diverted into and out of the Lakes. The largest diversion, averaging 90.6 cubic meters (24,000 gallons) per second, is from the Lakes to the Mississippi River system at Chicago. It lowers the level of Lakes Michigan and Huron by 6 centimeters (2.5 inches).

More than 29.5 million people depend on the Lakes for drinking water. Lake water is also used in power plants, and for manufacturing and agriculture. In 1987, 140 million cubic meters (37 billion gallons) of water per day were withdrawn from the Lakes and St. Lawrence River in the Great Lakes states and Quebec, excluding hydroelectric withdrawals. (Comparable figures are not available for Ontario). 33% of this is used to cool thermalelectric power plants. Two percent of the water used in the basin is groundwater.

About 3 percent of the water withdrawn is consumed, principally for manufacturing. Water consumption in the basin is projected to increase 50 to 96 percent between 1983 and 2000.



## CLIMATE CHANGE'S EFFECTS ON THE GREAT LAKES AND ST. LAWRENCE RIVER

Researchers have developed scenarios describing how global warming could affect the Great Lakes basin if the concentration of carbon dioxide doubles. These are only possible scenarios, not predictions. Present climate models cannot reliably project how climate will change in any particular region or how climate variability will change.

- o The average temperature could go up .9 to 1.2 C (1.6 and 2.2 F) degrees by 2010, and 4.3 to 4.7 C (7.7 and 8.5 F) degrees by 2055. Winter temperatures would be about 4 to 7 C (7 to 13 F) degrees warmer, and summer temperatures about 3 to 7 C (5 to 13 F) degrees warmer.
- o Great Lakes basin water supplies could decline 13 to 28 per cent due to increasing evaporation.
- o Lake Erie could decline by .8 to 1.9 meters (2.5 to 6.25 feet). Lakes Michigan and Huron could decline by 1 to 2.5 meters (3.25 to 8.2 feet). Lake Superior could decline by .4 to .5 meters (1.25 to 1.5 feet).
- o The St. Lawrence River's outflow could decline by 20 percent. Flows in rivers tributary to the Lakes could also fall, declining 1.7% in the Superior basin and 42.5% in the St. Clair basin.
- o The sea level in the Gulf of St. Lawrence could rise from 0.5 to 2.0 meters (1.5 to 6 feet) by 2100.

Increasing demands on the Lakes could increase these impacts on water supplies. These increasing demands would be added to those already expected.

- o Changes in the operation of the locks controlling outflows from Lakes Superior and Ontario's would be needed to maintain navigation and other water uses. New structures might be needed to help control water levels in Lakes Huron-Michigan and Erie.
- o More water would be consumed. As groundwater declined and river flows fell, more cities and industries would use the Lakes for water supplies. More water would be consumed as people moved to the basin from areas more severely harmed by climate change. More farmland would be irrigated. More water could be consumed to cool new thermal-electric power plants built to make up for declining hydropower production and to provide more electricity for air conditioning during hotter summers.
- o Salt water from the rising seas could threaten fresh water supplies drawn from the lower St. Lawrence River. Demand for increased outflows to the river from Lake Ontario to repel the salt water would be strong.
- o Other regions might attempt to divert Great Lakes waters to replenish their own declining water supplies. There could be strong demands to divert more water from Lake Michigan to replenish the Mississippi River system, or to divert water from Lake Ontario to the Hudson River to repel salt water threatening New York City's water supply.



## PREPARING FOR CLIMATE CHANGE IN THE GREAT LAKES-ST. LAWRENCE BASIN

The factors driving global warming are inherent in our civilization. It may be possible to slow the rate at which "greenhouse" gases increase in the atmosphere, but some global warming is probably inevitable. Once the impact of global warming occurs, it may take centuries to reduce.

Three kinds of actions are needed to prepare the Great Lakes for this climate change.

- o Research. More scientific investigation is needed to verify models of climate change and to better understand how and when it will affect the Great Lakes and St. Lawrence River. The Canadian Climate Program, U.S. EPA, and U.S. National Oceanic and Atmospheric Administration are studying how global warming will affect the Great Lakes.
- o Reduce "greenhouse" gas emissions. Practical short-term ways to reduce the emission of greenhouse gases are to protect forests, eliminate CFC's, and reduce the use of fossil fuels through improved power generation technologies, better energy conservation, more efficient end use of energy, and cleaner energy sources.
- o Adapt to climate change. The effects of global warming on Great Lakes water supplies can be mitigated:

Hold down water consumption. Conserving water, preventing the overdraft of groundwater aquifers, and reducing water waste can restrain demand on Great Lakes water supplies.

Consider climate change in lake level management and water supply plans. Controls on lake levels, including any proposals for new locks or channels, should be evaluated to assess how they would be affected by declining lake levels and river flows. Water supply plans should consider how declines in lake levels, stream flows, and groundwater may affect water supplies, and how hotter weather may influence water demand.

Protect Great Lakes water supplies. The Great Lakes states and provinces have signed the Great Lakes Charter, pledging to regulate diversion and consumption of Great Lakes waters. Carrying out the Charter can help prepare for the decline in water supplies which global warming would cause. The provisions of the Charter, backed by Canadian and U.S. law and international treaty, can help prevent Great Lakes waters from being diverted to other basins.

Improve regional water management. A regional program to coordinate provincial and state water supply plans is needed to make certain all users of Great Lakes-St. Lawrence River waters are treated fairly. This should include protection of instream flows and water quality in the St. Lawrence River. The Great Lakes Charter calls for this kind of regional water plan.

#### FOR FURTHER INFORMATION

Center for the Great Lakes. Effects of Global Warming on the Great Lakes. Chicago and Toronto. 1988. 32 pp. (Available for purchase for \$5 C [\$4 US] from the Center for the Great Lakes.)

Canadian Climate Centre and U.S. National Oceanic and Atmospheric Administration. 1989. Impacts of Climate Change on the Great Lakes Basin. Downsview, Ontario. 210 pp.

International Joint Commission. Great Lakes Diversions and Consumptive Uses. Ottawa and Washington D.C., 1985. 82 pp.

The DPA Group Inc. CO2 Induced Climate Change In Ontario: Interdependencies and Potential Resource and Socioeconomic Strategies. Environment Canada, Ottawa, 1986. 56 pp.

U.S. Environmental Protection Agency. Report to Congress on the Potential Effects of Climate Change in the United States. In press.

#### GLOSSARY

carbon dioxide: a heavy, colorless gas produced by combustion and decomposition of organic matter.

chlorofluorocarbons (CFCs): a synthetic gas used as a refrigerant.

groundwater: subsurface water from which wells and springs are fed.

hydropower: the use of falling water to produce electric power.

instream flows: water flowing in a river channel.

methane: a colorless, odorless gas that is a product of decomposition of organic matter in marshes and mines.

nitrous oxides: a colorless gas produced by the combustion of fossil fuels.

runoff: the portion of precipitation that is not absorbed into the ground and which flows through natural surface channels.

thermal-electric power: the use of steam produced by heating water to produce electricity.

*The production of this Fact Sheet has been made possible by grants from the Northwest Area Foundation and the U.S. National Oceanic and Atmospheric Administration.*

May 19, 1988





# SUSTAINABLE CITIES

ISSUE ■ NO. 1

IUS NEWSLETTER SUPPLEMENT

DATE ■ DECEMBER 1991

3.0(g)

## Introducing Sustainable Cities

The publication nearly two decades ago (1972) of *The Limits to Growth* by Donella Meadows *et al.*, based on models developed at the Massachusetts Institute of Technology, introduced a new urgency into humanity's relationship with the elements. It was stressed for the first time that the capacity of the world's environment to continue to sustain human life and organization as we know them was the most immediate limit to continued economic and demographic growth. While many individuals and organizations have questioned the methods and assumptions on which the mathematical models are based, and while others have asserted that the equilibrating tendencies of the world, its resources and human political and social organization are considerably greater than portrayed by what are characterized as doomsayers, the notion that the world's physical and environmental resources will ultimately place limits on human exploitation has become more commonly accepted. The command over world resources by the Western industrial nations has profound implications for developing nations in the context of environmental limits.

This reality played a major role in the establishment by the United Nations of the World Commission on Environment and Development (WCED), and the publication in 1987 of *Our Common Future*. As a result, it is becoming increasingly accepted that further economic development cannot occur in such a way that it becomes a burden on our descendants. Nor can further economic development of the Western industrial world continue to occur at the expense of the developing world. These conclusions have immense implications for the planning and development of the world's urban

areas, particularly in the Western nations, in which approximately 17% of the world's population, two thirds of which is urban, consume approximately 90% of the world's fossil fuels.

Urban planning and development in Canada have barely begun to address the magnitude of the need to reduce consumption of renewable and

non-renewable resources, and to increase the efficiency with which they are consumed. As well, the way has been left open to identify all development planning as "sustainable" as long as it leads to improved technique and increased efficiency of resource

*Continued on page 2*

## PUBLIC OPINION AND SUSTAINABLE URBAN DEVELOPMENT

The Angus Reid Group's Urban Canada Study, 1991, provides significant insights into public opinion and public choices on a number of issues relevant to the goal of sustainable urban development. These initial public views are of assistance in identifying public preferences and lifestyles and their impact upon the goal of sustainable urban development. Approximately two-thirds of Canadians live in urban agglomerations characterized as "Census Metropolitan Areas." About one-half of Canadians live in the eight cities included in this survey/study. What these urban Canadians think and how they behave will obviously have a large impact on Canada's ability to achieve the goal of sustainability.

Respondents in the eight cities of Vancouver, Calgary, Edmonton, Winnipeg, Toronto, Ottawa, Montreal and Halifax were asked about the potential impact of air pollution on health, their use of and opinion about the public transit system and its performance, the part of town in which they currently live, as well as that in which

they would like to live, the degree of attraction of country living outside the city's developed edge, and future public policy preferences with respect to the environment.

### Pollution and Health

Respondents were asked on a seven point scale to indicate their agreement with the statement, "I worry about how the pollution in this city affects my health." Two choices are available for analysis. We may focus on average response levels by city or on the "top score" responses, the two highest categories of concern.

Average responses for the eight cities, as may be seen in Table 1, were 4.5 out of a possible 7, reflecting a high degree of concern, but not at a critical level. The results also reflect the overall cleanliness of Canadian cities. As well, this overall result is consistent with the finding that such a concern placed third in the order of concerns of large city Canadians, the first two

*Continued on page 2*



## MEASURES OF RELATIVE POLLUTION IN EIGHT CITIES

	Avg.	Van.	Cal.	Edm.	Wpg.	Tor.	Ott.	Mtl.	Halifax
<b>Pollution/Health Index</b>									
Mean Scores Method	1.0	1.0	0.8	0.9	0.9	1.1	0.8	1.1	0.9
Top Scores Method	1.0	1.1	0.6	0.6	0.6	1.2	0.6	1.2	0.8
<b>Environment Canada</b>									
Monitoring Program-Avg. of 5 indicators	1.0	1.0	1.0	0.9	0.8	1.3	0.9	1.2	0.8

Source: 1. Angus Reid Group, Urban Canada Study, 1991

2. Environment Canada, National Urban Air Quality Trends, 1978-1987 (EPS 7 UP/3) May 1991.

Table 1

being concern for crime, gangs and drugs and for traffic congestion. Mean scores for the eight cities ranged from 3.7 in Calgary and Ottawa to 4.9 for Montreal, the city in which respondents were most concerned with the impact of pollution on their health. Translation of the mean score for each city to an index where a value of 1.0 represents the mean for the eight cities results in a range of scores of 0.8 to 1.1, which expresses the level of concern of each city's residents relative to the mean level of concern expressed by residents of the other seven cities.

Approximately 37% of respondents said that their level of concern placed them at point 6 or 7 on the seven point scale. Values ranged from 21% for Calgary up to 46% for Toronto. Translating these responses to an index similar to that used above for mean scores results in a range from 0.6 for Calgary, Edmonton, Winnipeg and

Ottawa up to 1.2 for Toronto and Montreal.

### Measured Pollution

How does subjective opinion on city pollution accord with more objective measurements of pollution? While the question did not specify what kind of pollution may be threatening to health — air, water or soil, it is assumed that respondents felt that air pollution is most significant to their health. While water pollution is also threatening, especially trace elements and compounds found in the drinking water in some of the eight cities, water for daily use is treated to standards that are amongst the world's highest. The provinces and Environment Canada co-operate extensively in monitoring air quality, and it is assumed that the data generated are indicative of air quality in the eight urban centres included in the study. Data are pub-

lished on the following major contaminants: sulphur dioxide (SO<sub>2</sub>); nitrogen dioxide (NO<sub>2</sub>); carbon monoxide (CO); ozone; and suspended particulate.

Pollution from SO<sub>2</sub>, a colourless gas normally not present in high enough concentrations for its pungent odour to be detected, is emitted mostly by industrial processes, but also from fuel combustion. The latter is more dominant in large urban centres. The composite average concentrations declined by 50% from 1978 to 1986, the last year for which data are available nationally. Between 1982 and 1987, only Halifax and Montreal among the eight cities included in the study had annual averages near the maximum desirable levels established by Environment Canada, although other centres not in the current study, notably Hamilton and Quebec City, had annual averages far above the current standard. Peak concentrations still exceed current maximum standards for the average of all measurement stations.

NO<sub>2</sub>, the first step in the formation of "smog", is a reddish-brown gas whose major contributor is engine combustion. Its mean concentration declined by about one-fourth from 1978 to 1987, largely as a result of improvement in the performance of gasoline engines.

CO, produced by the incomplete combustion of fossil fuels, as much as three-fourths in the transport sector, is a major pollutant that can be harmful even in small amounts. The composite average of CO decreased by one-third from 1.5 ppm (parts per million) to 1.0 ppm from 1978-1987.

Ozone is a secondary pollutant resulting from photochemical reactions. In 1987, half the monitoring stations in Canada, principally in southern Ontario, exceeded national standards of 15 ppb (parts per billion), and little change in concentration occurred in the decade leading up to 1987. From 1982 to 1986 four cities, including Montreal and Toronto, had peak hour averages exceeding maximum acceptable standards on more than ten days.

Suspended particulates, the most commonly perceived form of air pollution, arise principally from industrial emissions (50%), fuel combustion mainly in thermal power plants, transportation and incineration and slash burning. Average concentrations decreased by 20% from 1978 to 1987, and most recording stations had

## Introducing Sustainable Cities

*Continued from page 1*

use and reduced environmental degradation.

Accordingly, the Institute of Urban Studies initiated a major focus on sustainable urban development commencing with its 1991-92 academic program year. The purpose of this program is to encourage enlightened thinking by decision-makers concerned with future urban development, and to investigate the ways and means of improving the quality of the urban environment and of urban living for this and for future generations that is consistent with the notion of sustainability. A research and educational program with elements extending over a three year period is available from the Institute.

The purpose of this supplement to the regular *IUS Newsletter* is to keep our readers abreast of current issues with respect to the subject of sustainable urban development and to provide current information on the status of, and events in, our program on sustainable urban development. The topic of this premiere issue is "Public Opinion and Sustainable Urban Development," as indicated by the Angus Reid Group's Urban Canada Study, 1991. Our colleagues are invited to make contributions and to publicize relevant events and the availability of new materials in this supplement. Please contact Mary Ann Beavis, Research Associate and Editor.



means below national targets, although Calgary and Montreal each had annual means exceeding maximum acceptable levels for at least one year between 1982 and 1986.

While it is not necessarily considered legitimate to combine the results of the different sources of air pollution into a composite measure of air quality, this theoretical exercise can nevertheless be undertaken. Such a composite measure and index for the eight cities included in the Urban Canada Study results in indexes for individual cities that accord reasonably well with the ranks of the eight cities resulting from subjective perceptions. Index values range from 0.8 for Winnipeg and Halifax to a high of 1.3 for Toronto, Canada's first city in both economic activity and air pollution. As can be seen in Table 1, the subjective valuation of the threat posed for health by pollution in the eight cities largely accords with the relative objective measures of air pollution. Only the residents of Calgary and Ottawa tended to overestimate the quality of their air relative to other major urban centres, and this over estimation may represent a halo effect of the overall level of cleanliness of these two centres.

## Use and Evaluation of Public Transit

Walking or bicycling to work or alternatively, using public transit, would increase in a system characterized as sustainable, although the substitution of renewable energy forms for transportation for gasoline and related fuels might be compatible with the concept of sustainability, subject to empirically determining the impact of such locomotive fuels on the environment. The burning of non-renewable fossil fuels cannot be rationalized with the concept of sustainability. As well, there are concerns that increased gases resulting from the combustion of fossil fuels, often referred to as "greenhouse" gases, will ultimately lead to global warming. As well, spent tire carcasses and discarded cars are major solid waste management problems. A sustainable society would be one in which daily dependence on automobiles would be eliminated, certainly minimized.

Notwithstanding that being outdoors for extended periods in winter in many Canadian cities may be uncomfortable, even harmful, if one is not

## COMPARISON OF ENERGY USE AND CARBON DIOXIDE EMISSIONS BY TRANSPORTATION MODE

	Efficiency	Energy Use (MJ/pers. km)	CO <sub>2</sub> Emission (gm e/pers km)
Auto (1 commuter)	10L/100 km	3.16	67
Van (6 commuters)	15L/100 km	0.79	17
Van (15 commuters)	20L/100 km	0.42	9
Electric Auto (1 commuter)	150km/30 kwh	0.72	59
Diesel Bus (40 commuters)	56L/100 km	0.52	11
Light Rail Car (41 commuters)	3.02 kwh/km	0.24	20
Subway (75 commuters)	2.61 kwh/km	0.13	11

Source: City of Toronto, 1991. It is assumed that natural gas powers electrical generating stations.

Table 2

## HOME-WORK TRANSPORT AND PUBLIC TRANSIT VALUATION

	All %	Van. %	Cal. %	Edm. %	Wpg. %	Tor. %	Ott. %	Mtl. %	Halifax %
<b>Home-Work Transport</b>									
Car	67	74	76	80	70	57	60	67	74
Public Transit	23	16	14	11	18	35	20	23	14
Cycle or Walk	8	10	7	7	9	6	15	8	11
<b>Public Transit Ratings</b>									
Speed	36	28	39	39	38	41	32	33	32
Frequency of Service	34	26	31	32	36	47	29	29	33
Route Coverage	44	33	31	30	43	58	39	45	39
Reliability	45	35	51	53	55	48	38	44	46
Seating Adequacy	27	18	30	39	34	23	28	32	32
Safety	48	46	47	56	57	51	52	35	48
Very Satisfied	22	16	27	20	27	30	19	15	19
Lots of Bicycle Paths	21	6	52	21	3	13	55	29	3
Should Encourage Transit Use	73	80	66	63	60	78	70	70	62
<b>Service Preference Type</b>									
Basic	8	4	8	7	9	7	11	12	13
Comprehensive	44	55	31	35	32	51	37	42	31

Source: Angus Reid Group, Urban Canada Study, 1991.

Table 3

properly clothed, the first goal in a sustainable society would be the creation of proximity — proximity planning — in such a way that most home-to-work trips could be made by foot and on bicycle. Land use and transportation policy are highly interdependent.

Eight percent of respondents in the Urban Canada Study, 1991, said that they walked or cycled to work. The range was from a low of 6% for Toronto to 15% for Ottawa, the only city to exceed 10%.

These levels compare poorly with estimates of 20-30% for major European cities, but favourably to lev-

els of 4-6 percent for Los Angeles, Chicago, San Francisco and Sydney.

Most of the eight cities do not encourage cycling. Only 21% of national respondents thought that their city provided "lots of" bicycle paths — as low as 3% in Halifax and Winnipeg and as high as 55% in Ottawa, the city where commuters most often walk or cycle to work.

Public transit generally represents the next most preferable means for making home to work trips. As can be seen in Table 2, a diesel bus with 40 passengers consumes slightly more than one-tenth the energy per com-



muter of a car with one passenger, and it emits the same ratio of CO<sub>2</sub> into the atmosphere.

Table 3 shows that only 23% of respondents in the eight cities regularly used public transit to commute to and from work, varying from a low of 11 percent for Edmonton to a high of 35 percent for Toronto. The proportion in the other six cities varied in a narrow range between 14% (Calgary and Halifax) and 23% (Montreal) of all home-to-work trips.

The data lead to the conclusion that the public's view of transit performance is not positive, although there was considerable variation around a national average for the eight cities. Only 36%, although still greater than actually used it, agreed that speed was satisfactory, ranging from a low of 28% for Vancouver to a high of 41% in Toronto. Only 34% agreed that frequency of service was adequate. This assessment ranged from 26% in Vancouver up to 47% in Toronto. And only 27% thought that there were adequate numbers of seats, ranging from 18% for Vancouver to 39% for Edmonton, the city with the lowest ridership. A significantly larger proportion thought that route coverage was adequate: 44%, ranging from 30% in Edmonton to 58% in Toronto. Forty-five percent thought that service was reliable, ranging from 35% for Vancouver to 55% for Winnipeg.

Overall, 22% of urban Canadians, about the same proportion as actually make use of public transit, were "very" satisfied with the service provided. Toronto, where 30% were very satisfied, emerged as having the best transit system, while Montreal and Vancouver with 15 and 16%, respectively, very satisfied with service emerged as the two cities with the least satisfactory public transit. About half of all respondents gave some feature of the transit system itself — inaccessible, inconvenient, a hassle, too slow, or poor route coverage as the reason they did not regularly use transit for home and work commuting. Slightly fewer indicated that they either preferred their vehicle or that an owned vehicle was more convenient.

Almost exactly two-thirds of Canadians in large cities use a car for daily commutation from home to work, over 90% of those who also indicated that they owned and made regular use a car. The proportion varied from a low of 57% for Toronto, Canada's most transit-oriented major

#### APPEAL AND LIKELIHOOD OF RURAL LIVING

	Avg. %	Van. %	Cal. %	Edm. %	Wpg. %	Tor. %	Ott. %	Mtl. %	Halifax %
<b>Rural Residence Appeal</b>									
A lot or some	52	55	46	51	51	53	55	57	47
<b>Likelihood Very High in 5 years</b>									
	17	16	9	12	12	21	13	19	18

Source: Angus Reid Group, Urban Canada Study, 1991.

Table 4

city, to a high of 80% for Edmonton, the most auto-dependent city.

Nevertheless, Canadians overwhelmingly agree — 73% — that public transit use should be encouraged for environmental reasons, and this proportion did not vary significantly among the eight urban centres. Most Canadians agree that public transit is good for the environment and its use should be encouraged, but they appear to be a long way from using it themselves, and many are obviously not overly impressed with public transit's performance.

There is less agreement on what kind of transit system should be encouraged. While only a small minority responded positively to the notion that a "basic" system serving mainly the elderly and others without access to private cars, only in Toronto and Vancouver did a majority of respondents think that a "comprehensive" system should be offered. The proportion favouring a comprehensive system in the other six cities varied from a low of 31% in Calgary and Halifax to a high of 42% in Montreal. The remainder felt that a "reliable" system should be made available.

Canadians nevertheless use public transit to commute to work much more frequently than their "cousins" in the United States, and the level of satisfaction with what is currently available is conducive to this use. Regular public transit use in the largest American cities — 18% in Chicago and 17% in San Francisco — is roughly equivalent to that in middle sized Canadian urban centres: 20% in Ottawa and 18% in Winnipeg. Even the 11% ridership level in Edmonton, apparently Canada's most auto-depen-

dent city, exceeds the 8% level in Los Angeles, usually characterized as the epitome of an auto-oriented city.

#### Where Do Urbanites Want to Live?

Low auto dependence and high use of public transit is usually characteristic of high density cities. As already observed, land use and transportation policies are mutually supportive and highly interdependent. It is therefore important to examine where Canadians want to live within their cities, as it is generally agreed that auto dependence will decrease only if denser patterns of urban life are realized, although the relationship between home and work could be better articulated no matter what densities characterize existing and future urban development.

One of the more overwhelming conclusions of the Urban Canada Study, 1991, would seem to be that Canadians would prefer to live more sparsely than they already do, and perhaps very much more sparsely than they now do, hardly conducive to achieving the goal of sustainability, unless proximity of home and work can be improved at the same time. Respondents were asked to indicate the level of appeal of living beyond the built-up area of the city, either in a small community or in a rural area, had for them. The results are summarized in Table 4. Positive response to this query were overwhelming: 52% replied that this notion possessed some or a lot of appeal for themselves, and variation amongst residents of the eight cities was not great. The high



end of the spectrum, 57%, was represented by Montreal, the city with the lowest overall quality of life, while the low end, 46% was represented by Calgary, the city with the best overall quality of life. The appeal of living in a small community or rural area appears to be closely identified in the larger centres with their attendant high levels of daily stress. It seems that the majority of Canadians do not like large cities and what they represent at all.

It is unlikely that so many Canadians will be able to take advantage of the appeal of living in a small community or rural area in the immediate future. House construction, and perhaps more importantly, subdivision approval in environmentally sensitive rural areas, are not anticipated to reach such high levels. Respondents were therefore asked about the likelihood of realizing their ambition in the next five years, and 17% replied that it was very likely. Again, the range of responses was narrow. Toronto, whose inhabitants were also the least satisfied with their current housing situation, represented the high end of likelihood — 21% — and Calgary represented the low end, 16% saying that they were very likely to take advantage of this appeal in the coming five years.

A preference for small community or rural living represents one level of dream or fantasy for urban Canadians. As urban Canadians seem ready to acknowledge, even most of those for

whom exurban living has a lot of appeal will not be able to exercise these ideals. Respondents were also asked what part of the city — downtown, other inner city, old suburb or new suburb — in which they currently lived and in which part would they prefer to live, and the results are portrayed in Table 5.

While their place of residence represents their own subjective opinion, which may require more objective confirmation, the congruence or lack of it of desired place of residence with perceived current place of residence probably does represent accurately respondents degree of satisfaction with the part of town in which they currently live, and the attractiveness of some alternative image of another part of town and maybe even a different lifestyle.

Large city Canadians are generally satisfied with their current housing situation, and they also appear to be satisfied with the location of their residence on the continuum stretching from downtown to the edge of the new suburbs. Twenty-two percent said that they lived downtown and/or in the inner city, and 22% — not necessarily the same 22% — said that their preferred residential location was downtown or elsewhere in the inner city. Older suburbs not too far from downtown are the current place of residence of 45% of large city Canadians, but only 39% would prefer to live in an older suburb. Newer suburbs are the

location of 32% of large city Canadians, while 36% would like to live in new suburbs.

While what is truly represented by these preferences — fear of unsafe neighbourhoods, the seeking of greener gardens or newer homes with lower maintenance, moving closer to jobs that may also be leaving inner city or downtown locations — is subject to interpretation and speculation, it can generally be concluded that large city Canadians want to live in lower density situations. In most cases, these locations will be less easily served by adequate public transportation than older suburban areas, and certainly less easily served than inner city or downtown areas. As well, walking or cycling to work is generally less likely in newer suburbs than it is in downtown or inner city areas.

However, there is also considerable variation in desires from city to city. The proportion of respondents who characterize themselves as living downtown or elsewhere in the inner city is generally lower in the newer, Western cities, but varies from a low of 13% in Edmonton to a high of 32% in Ottawa. Those two cities also represent the low and the high with respect to the proportion of respondents who would prefer to live downtown or elsewhere in the inner city, 11% and 30% respectively.

The average proportion of respondents characterizing themselves as currently living in a newer suburb at the time of the survey varied from a low of 21% in Toronto to a high of 45% in Edmonton. Preference for living in newer suburbs in the future ranged from a low of 26% for Ottawa to a high of 51% in Edmonton.

The variation in the relative attractiveness or not of living in various parts of town, which is shown in Table 5, may be instructive for urban political decision-makers and local officials and planners. Generally, people want to live where they are now, and the easiest explanation for such a preference is that people tend to like that which is familiar — inertia. Overall across the eight cities, however, the ratio of those who would prefer to live in older suburbs to those who currently live in such areas is 0.9, while the ratio of those who would prefer to live in a new suburb to those who currently do is 1.1.

The survey data indicate that Vancouverites are the only large city Canadians that would on the whole

#### CURRENT AND PREFERRED RESIDENCE LOCATION

	Avg. %	Van. %	Cal. %	Edm. %	Wpg. %	Tor. %	Ott. %	Mtl. %	Halifax %
<b>Current Residence Location</b>									
Downtown or Inner City	22	17	14	13	19	26	32	21	24
Older Suburb	45	43	45	39	43	52	45	41	37
New Suburb	32	36	41	45	37	21	22	35	38
<b>Preferred Residence Location</b>									
Downtown or Inner City	22	22	16	11	12	26	30	20	26
Older Suburb	39	40	40	34	40	42	39	37	31
New Suburb	36	33	40	51	45	28	26	40	38
<b>Ratio, Preferred to Current Location</b>									
Downtown or Inner City	1.0	1.3	1.1	0.8	0.6	1.0	0.9	1.0	1.1
Older Suburb	0.9	0.9	0.9	0.9	0.9	0.8	0.9	0.9	0.8
New Suburb	1.1	0.9	1.0	1.1	1.2	1.3	1.2	1.1	1.0

Source: Angus Reid Group, Urban Canada Study, 1991.

Table 5



## TOP PRIORITIES OF LARGE CITY CANADIANS

	Ave. %	Van. %	Cal. %	Edm. %	Wpg. %	Tor. %	Ott. %	Mtl. %	Halifax %
<b>Total Mentions</b>									
Crime/Violence-General	29	29	22	25	16	42	24	25	14
Economic Development	17	11	19	14	16	12	17	29	16
Police-Better Quality or More	17	12	14	15	15	20	12	21	17
Environment/Pollution	14	14	14	9	11	15	13	16	10
Ethnic/Racial Terrorism	10	10	9	4	7	9	3	18	11
Public Transit	9	20	4	6	4	7	7	8	4
Municipal Infrastructure	8	8	5	14	10	3	5	13	6
Helping Poor/Homeless	7	5	3	4	3	7	6	16	4
Social Services	7	6	8	11	5	7	8	4	6
Affordable Housing	6	10	3	3	3	9	8	4	3
Recycling	6	7	6	5	6	4	8	6	9
Better Waste/Management	6	5	3	12	1	6	6	7	5

Source: Angus Reid Group, Urban Canada Study, 1991.

Table 6

prefer to live more densely. The ratio of preference for inner city residence in the future to current inner city residence is 1.3 — 30% more Vancouverites would like to live downtown or in the inner city than currently do. Concomitantly, the ratios for older and newer suburbs were 0.9. In only two of the other eight cities, Calgary and Halifax, does the proportion of respondents wishing to live in downtown/inner city exceed the current proportion.

Winnipeg has the downtown/inner city that people would most like to leave. The ratio of the proportion who prefer a downtown/inner city location to those who currently live in such an area is 0.6. It appears that most of the malcontents would like to move to newer suburbs. Winnipeggers also gave their downtown the lowest satisfaction levels among Canada's major cities in the Urban Canada Study, 1991. Two other cities, Edmonton and Ottawa, also had ratios less than unity.

Toronto was the city whose residents want to move to the new suburbs in the largest proportions. The ratio of preference for residence in a new suburb to the proportion currently residing in such areas was 1.3. However, on balance it is the older suburbs, where a ratio of 0.8 obtains, that represent the least preferred location in the Toronto case. In addition to

wanting to live outside the built-up urban area in larger proportions than any other large city Canadians, Torontonians want more than other large city Canadians to live in the newer suburbs. Again, motives are subject to interpretation. Is this because such areas are attractive in themselves? because jobs are decentralizing? or because respondents are unhappy with their current housing situation and believe that they can gain satisfactory housing only by living distant from the city centre? Whatever the explanation or combination of causes, those who would put a halt to further suburbanization in Toronto may have a difficult time in the near future.

## Future Policies and Priorities

Respondents were asked, "Out of all the areas of municipal concern which we've discussed, or others that you could think of, which one do you feel should be the top priority?" Twelve items were mentioned by more than 5% of large city Canadians, and four — environment/pollution, public transit, recycling and better waste management — are environmental/sustainable urban development issues. A priority for the environment/pollution received the fourth most frequent

number of mentions, behind crime and violence, economic development and the need for better quality police. Public transportation received the sixth most frequent mentions by large city Canadians overall. While the environment is fairly high on the list of priorities of large city Canadians, "bread and butter" issues, chiefly safety and economic development, currently dominate the current concerns of urbanites, as well as their future priorities. The results of the study are nevertheless evidence that the environment and pollution are of high secondary concern to large city Canadians.

The environment ranked third in Vancouver, Calgary, Winnipeg, Toronto and Ottawa. It was fifth place in Halifax, while it was tied for fifth place in Montreal. It ranked seventh among all mentions by Edmontonians. However, better waste management and disposal received the fourth most mentions by residents of Edmonton. While public transit ranked sixth on the order of priorities of all large city Canadians, it ranked second in Vancouver. Table 6 summarizes responses by city.

## Conclusion

Public opinion, as is perhaps demonstrated best by the vicissitudes of political party preference, is fickle and malleable over time. However, no matter how variable or how malleable to media and current events influence, public opinion nevertheless allows us to measure where the public is and what is its opinion on current issues.

As is shown in the above, the environment and sustainability are not currently uppermost in public priorities. This says a lot for what has already been accomplished. It also says a lot about current preoccupations in Canada's large urban centres at the end of 1991: crime, policing, and traffic congestion.

However, this tentative analysis of the Urban Canada Study, 1991, has only begun to scratch the surface. Subjecting the data to further analysis and disaggregation will allow us to better to understand public opinion, especially as it has an impact on achieving sustainable urban development.

Jeffrey Patterson  
Senior Research Fellow



## IUS PUBLICATIONS ON ENVIRONMENTAL AND RELATED ISSUES

Michelle Driedger. *Community Involvement in the Site-Selection Process: A Matter of Citizen Participation-The Manitoba Hazardous Waste Management Corporation*. 1991. 16 pp. + ii. \$3.00. Student Paper 3.

Although the Manitoba Hazardous Waste Management Corporation has expressed a commitment to genuine public participation in the site selection process for a hazardous waste management facility, the reality has fallen short of this ideal. Driedger points out that the Corporation has a double standard for the City of Winnipeg, where "community" approval is defined in terms of Council support, and rural municipalities, where "community" is defined in terms of individuals living in the area. She evaluates the Corporation's consultative process, at the time of writing, using Sherry Arnstein's ladder of citizen participation, and concludes that the public participation process amounts to tokenism—citizens may be heard, but they are not heeded. The report concludes with a recommendation for change to bring about genuine citizen participation.

Brijesh Mathur, ed. *Perspectives on Urban Health*. 1991. 61 pp. + iv. \$12.00. Health and the Community 2.

This publication contains five papers on urban health presented at the Canadian Urban and Housing Studies Conference held at The University of Winnipeg in February 1988. The papers provide an overview of some of the concepts and issues that have emerged within the field in recent years. Papers examine topics such as how the definition of health has evolved and how health promotion is now seen as an important means to achieving better health; the approaches to health promotion; the issues in urban health; the concepts behind the Healthy Communities project; and the role which urban planning can play in achieving the goals of the Healthy Communities Project.

Mary Ann Beavis, ed. *Ethical Dimensions of Sustainable Development and Urbanization: Seminar Papers*. 1990. 148 pp. + iv. \$20.00. Occasional Paper 23.

Until very recently, the notion of sustainable development had been applied mainly to non-urban settings.

From October 1989-April 1990, an interdisciplinary group of academics, professionals and students met at The University of Winnipeg to discuss the issue of sustainable development and urbanization as it relates to applied ethics. Papers presented to the seminar were: "Autonomy, Responsibility, Self Reliance: Assessing Sustainable Development in an Urban Context" by Susan Wismer; "Community Planning and Sustainable Urban Development" by Brij Mathur; "The Place of Recycling in Sustainable Development" by Peter Miller; "The Rivers of Downtown Winnipeg—An Environmental Assessment" by Andy Lockery; "Sustainable Development and Urban Policy in Winnipeg" by Phil Wichen; and "The Responsibility of Urban Dwellers to Foster Sustainable Rural Communities" by John Everitt, Robert Annis and Fred McGuinness. A paper by Joel Novek and Karen Kampen, "Hard Copies, Hard Choices: Paper Pollution in the Information Society" is also included in the collection.

Brijesh Mathur and Mary Ann Beavis, eds. *Towards Stewardship of Winnipeg's River Corridors: Conference Proceedings (Second Winnipeg Rivers Conference)*. 1990. a pp. \$12.00. Occasional Paper 20.

On November 3 - 4, 1989, the Institute of Urban Studies held its second conference on Winnipeg's rivers, in response to the proposal of a Riverfront Corporation by Manitoba Urban Affairs. Papers include: "Environmental Issues in the Winnipeg River Corridor" by Andy Lockery; "Issues in Conservation and Development" by Doug Clark; "A Bold Vision for Winnipeg's Rivers" by Elizabeth Ballantyne; "Uses of Winnipeg's River Corridors" by Wesley Paetkau and Rick Penner; "Land That is Not Owned: Towards a Winnipeg Commons" by Ross Dobson; "Canadian Responses to Riverbanks: The Special Agency Approach (Saskatoon's Meewasin Valley Authority)" by Kenneth P. Pontikes; and "The National Capital Commission: Perspectives on River Corridor Management in the National Capital" by Richard Scott.

Barbara J. Lane. *The Canadian Healthy Communities Project: A Conceptual Model for Winnipeg*. 1989. 115 pp. \$17.00. Health and the Community 1.

The World Health Organization's challenge for Health For All by the Year 2000 has stimulated varied responses from the developed world; in Canada, it led to *Achieving Health for All: A Framework for Health Promotion* and a revitalization of Canadian Public Health. The Canadian Healthy Communities Project is part of that response, and offers a way of making real the concepts of the *Framework*.

Recognizing the need for a Healthy Communities model that would provide operational definitions and delineate responsibilities for project implementation, IUS facilitated a Healthy Communities Study which would include a general model, but with particular reference to Winnipeg, a study carried out in the 1988 - 89 academic year while the author was on sabbatical leave from the University of Saskatchewan. This report includes a discussion of the origins and development of the "new public health" and the Healthy Cities/Healthy Communities Project; a review of selected projects in the U.K, the U.S. and Canada; an overview of social and health characteristics of population subgroups of Winnipeg; and a discussion of organization and decision-making in municipal government in the city. The report presents "The Winnipeg Model," a process model which accommodates the inter-sectoral collaboration and meaningful public participation central to the project, without requiring a restructuring of existing decision-making processes.

Don Epstein. *Urban Rivers—Expanding Our Vision: The 1985 Winnipeg Rivers Conference Summary*. 1986. 25 pp. Sale price \$3.00. Occasional Paper 16.

The first Winnipeg Rivers Conference sponsored by IUS was held at The University of Winnipeg, October 1985. This summary and commentary on the conference focuses on major problems and constraints to riverbank and waterway development, and on various developmental and organizational visions for Winnipeg's rivers, especially with respect to the redevelopment of the CN East Yards and The Forks.

TO ORDER, PLEASE USE IUS PUBLICATIONS ORDER FORM PRINTED IN THIS ISSUE.



# Urban Ecology

Urban Ecology, Inc. is a non-profit organization whose worldwide membership supports and participates in the development of ecologically healthy and socially vital cities and towns.

### Recent publications:

*The First International Ecological City Conference*  
1990. 128 pp. \$6.95 U.S. (Postage \$1.50 surface,  
\$2.50 air)

*Ecocity Berkeley: Building Cities for a Healthy Future*,  
by Richard Register. 1987. 140 pp. \$10.95 U.S.  
(Postage \$2.00 surface, \$3.00 air)

**Special offer to readers of the *IUS Newsletter*:**

Membership in Urban Ecology (includes subscription to the *Urban Ecologist*, newsletter of Urban Ecology). AND a copy of both *Ecocity Conference 1990-* and *Ecocity Berkeley*, ALL for the special price of \$40.00 U.S. (includes postage and handling). Regular value: \$47.25 U.S.

Send this ad along with your prepaid order to:

Urban Ecology, Inc.,  
P.O. Box 10144, Berkeley,  
CA 94709, U.S.A.

# Third Prairie Conservation and Endangered Species Workshop

February 14-16, 1992

**Brandon University**  
**Brandon, Manitoba**

*Co-Hosted by*  
**Rural Development Institute  
Manitoba Department of Natural  
Resources  
and  
Manitoba Naturalists Society**

**Theme:**

## Integrating Land Use, People & Endangered Species

This workshop will focus on current action in Prairie conservation. What is being done in Prairie conservation? What can landowners and urban citizens do to integrate conservation into use of the land? Come and meet people with similar interests. Be a part of the action and hear about success stories such as the planting of hundreds of miles of new field shelterbelts on the Prairies each year and the planting of permanent cover for soil and wildlife conservation.

**Contact:**

**Contact:**  
The Rural Development Institute, Brandon University,  
Brandon, Manitoba R7A 6A9.  
Tel. (204) 727-9734 Fax (204) 726-4573.

## PLoS PUBLICATIONS ORDER FORM

**Institute of Urban Studies  
University of Winnipeg  
515 Portage Avenue  
Winnipeg, Manitoba  
Canada R3B 2E9**

Customer Address:

Purchase Order No.

GST Registration No. R108162645

Date: \_\_\_\_\_

Quantity	Title & Author	Amount	Goods & Services Tax (7%)*	Subtotal
		\$	\$	\$
	Postage & Handling	\$3.00	\$0.21	\$3.21
	<b>TOTAL AMOUNT PAYABLE</b>	\$	\$	\$

**TERMS:** All orders must be PREPAID by cheque or money order, PAYABLE TO THE INSTITUTE OF URBAN STUDIES, IN CANADIAN FUNDS ONLY. No Refunds or Exchanges.

\*U.S. and other International orders are zero-rated for Goods and Services Tax (GST). U.S. and International orders do not remit GST.



URBAN/MUNICIPAL  
CA3 ON HW A25  
A35S

Ruth Greenwood  
Hamilton Public Library  
2nd Fl., 55 York Blvd  
Hamilton, Ontario  
L8R 3K1

URBAN MUNICIPAL

APR 15 1992

GOVERNMENT DOCUMENTS

SUS

## CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

### A G E N D A

**DATE:** Wednesday, April 15, 1992  
**TIME:** 7:00 o'clock p.m.  
**PLACE:** 15th Floor Committee Room, Regional Offices

---

#### 1. GENERAL

- a) **Declaration of Interest:** Municipal Conflict of Interest Act
- b) **Minute of Chairman's Task Force on Sustainable Development Meeting - March 4, 1992**
- c) **Purpose of the Meeting**
  - To discuss the Sustainable Development Demonstration Project Criteria
  - To discuss the Draft Vision 2020 in light of community response
- c) **Chairman's remarks**

#### 2. BUSINESS ITEMS

- 2.1 **Sustainable Development Demonstration Project Criteria (attachments)**

Time allotted: 7:00 - 7:30 p.m.
- 2.2 **Chairperson Reports on Implementation Team Progress**

Time allotted: 7:30 - 7:45 p.m.

**Chairman's Task Force  
on Sustainable Development**

**Agenda**

**April 15, 1992**

**2.3 Draft Vision 2020 (attachments and handouts)**

Time allotted: 7:45 - 9:15 p.m.

**2.4 Membership Changes (attached)**

**3. FOR THE INFORMATION OF THE TASK FORCE**

- a) Overhead copies from Dr. Hudspith's presentation on March 2, 1992
- b) National Round Table Objectives for Sustainable Development
- c) Report to the Hamilton and District Council of Women Annual Meeting, March 1992 by Jeannette Walkem
- d) Regional Official Plan Review, proposed Interest Statement. Comments welcome
- e) Public Lecture by Andres Duany on Neotraditional Neighbourhood Design, April 22, 1992

**4. OTHER BUSINESS**

Next meeting: Wednesday, May 13, 1992

Agenda Items: Continue with Review of Vision 2020

**5. ADJOURNMENT**



## MINUTES OF THE CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

The Chairman's Task Force on Sustainable Development met at 7:00 p.m. on Wednesday, March 4, 1992, in the 15th Floor, Committee Room, Regional Offices.

Present: Chairman (Councillor) D. Ross  
Vice-Chairman J. McCulloch  
P. Ashenhurst, Dr. S. French, H. Jardine, R. Korol,  
J. McDonald, B. McHattie, G. Smuk, J. Walkem,

Absent with regrets: Councillor T. Cooke - City Business  
Councillor D. Wilson - Another Commitment  
S. Adam, M. Boyak, L. Goshgarian, J. Michaluk, J. Nriagu,  
G. Simmons

Also Present: M. Bekkering, M. Hornell, K. Pidsadny

The Committee Chairman lead the discussion with those members present. The responses received to the Draft Vision Statement were discussed amongst members.

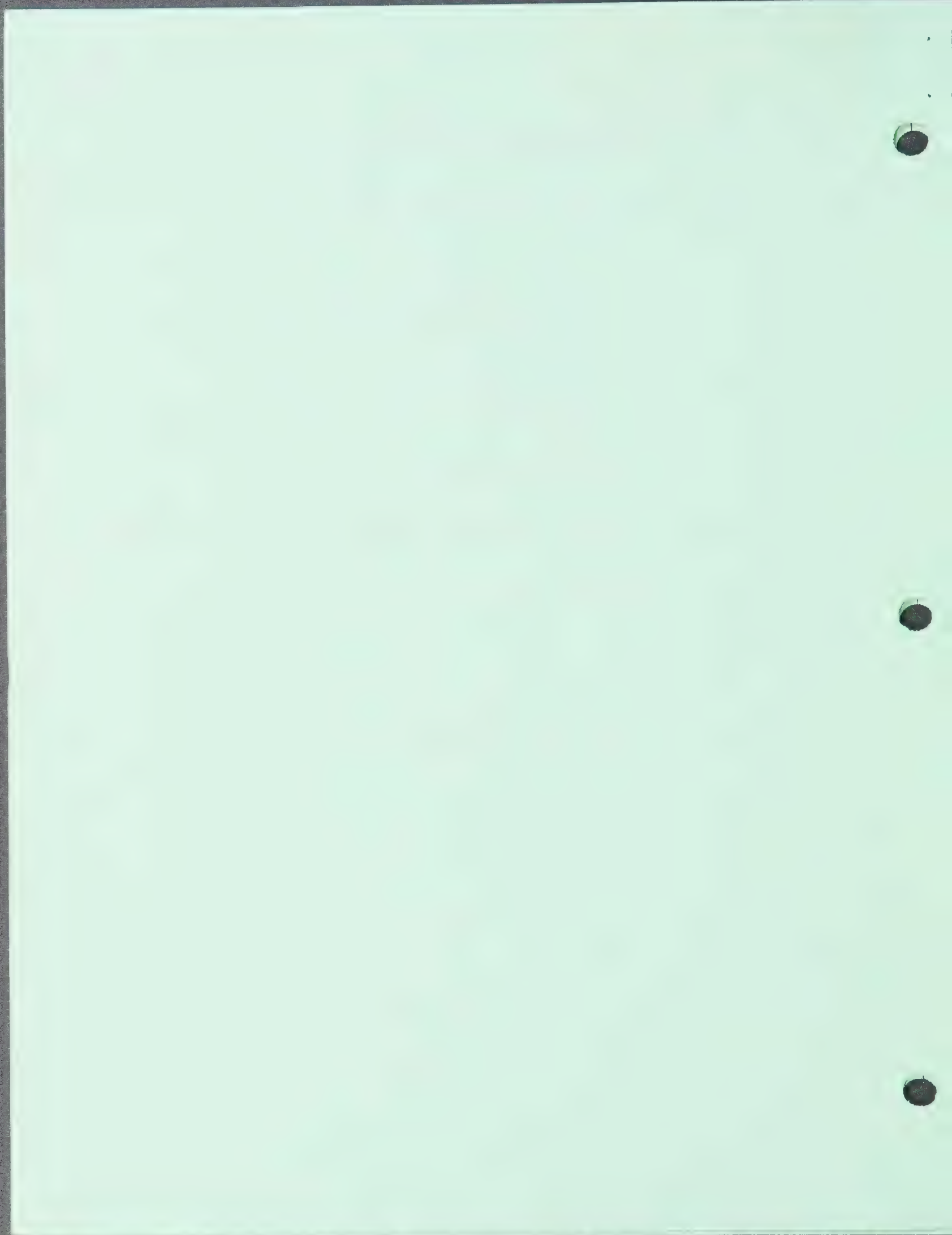
The following issues and concerns were raised:

- a) Hamilton Spectator columnist M. Davidson's response to the Vision Statement
- b) Concern on how the community perceives the Vision Statement
- c) See how the implementation stage addresses the Statement
- d) Concentrate on achieving our deadline
- e) This is only a Vision
- f) Does the Statement address reality
- g) We are one unit - reassure our goals and commitment

The meeting adjourned at 8:30 p.m.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary





## **Evaluation of Criteria Used to Analyse Compability of Municipal Projects with Concept of Sustainable Development**

### **1.0 Introduction:**

The following discussion is primarily a short evaluation of the criteria provided by Jeb Brugmann of the International Council for Local Environmental Initiatives as a means by which municipalities can analyse specific projects so as to ensure that they are compatible with the general philosophy of sustainable development. Also included is a brief examination of criteria provided by the Ontario Round Table on the Environment and Economy.

Two projects/programs have been chosen for evaluation purposes, and these projects are briefly described below. Each project has been evaluated using the criteria given by Brugmann and the Ontario Round Table, and a simple matrix has been provided that shows how these criteria might be used to evaluate the projects. Finally, the two sets of criteria are analysed as a means of evaluating municipal projects, and recommendations are provided as to how these criteria might be altered to improve their usefulness to the Sustainable Development Task Force as a diagnostic tool.

### **2.0 Description of Projects/Programs:**

#### **2.1 Hamilton-Wentworth Sewer-Use Monitoring Program:**

The Hamilton-Wentworth Environmental Services Department is presently involved in a variety of activities related to the monitoring and regulation of discharges into the Regional sewer system. The Environmental Services Department is responsible for administering Regional By-Law R89-049, which prohibits the discharge of a variety of pollutants into the Region's sanitary sewers, combined sewers and stormwater sewers, and as a result has implemented a number of initiatives that will directly or indirectly assist in ensuring that the By-Law's restrictions are enforced. One of these initiatives is the Region's participation in a provincial pilot project which is evaluating means for implementing the Ontario Municipal Industrial Strategy for Abatement (MISA) and which is being applied on an experimental basis in five test municipalities before being implemented elsewhere.

As of the present time, the Environmental Services Department has undertaken a number of actions that should contribute to an improved implementation of the Sewer-Use By-Law:

- 1) "A master list of industrial companies within the Region and their Standard Industrial Classification (SIC) codes was compiled on the Sewer Use Compliance Monitoring and Enforcement System (SCME), and from this



list various industries were selected to be surveyed. The industrial waste survey process consisted of distributing a 'short form' questionnaire to selected industries, and following up this questionnaire with the more detailed Waste Survey Report (WSR), the Material Inventory Report (MIR) and/or industrial inspection and industrial effluent sampling as required." (p.14 "Sewer Use Demonstration Program" draft) Essentially this phase consisted of classifying industries according to the potential for contaminated discharges into the sewer system, and contacting these firms to make them aware of the By-Law and to evaluate whether any prohibited pollutants were in fact being discharged. These priority listings will be expanded and updated in the future as required.

2) The Environmental Services Department developed a sampling strategy which will allow the Region to test for contaminants at a wide variety of sites in a manner which would identify or help identify probable sources of specific types of pollution discharges to the sewer system. Tests for a wide variety of compounds were conducted in a large number of sites in the sewer system. It is intended that eventually all priority industries (industries routinely using substances that could contaminate sewer water) will be visited at least once a year so that an environmental audit can be carried out. These visits would be used to ensure that "Best Management Practice Plans" are implemented by all relevant firms and that the Sewer-Use By-Law is strictly adhered to by all industries in the Region.

## 2.2 Hamilton-Wentworth Blue Box Recycling Program:

The Region of Hamilton-Wentworth has shown its commitment to the goal of recycling through the operation of a recycling program that has been in operation since 1977. The Region finances the recycling program, but the actual operations are carried out under contract by Third Sector Employment Enterprises, a non-profit organisation that was established with the goal of providing employment opportunities for young people. The Region purchases all equipment, and then leases the equipment to Third Sector.

According to Environmental Services: "The program is to recycle a minimum of 30 000 tonnes per year beginning in 1992. In addition to the newspaper, food and beverage cans, glass bottles and jars, and PET two-litre plastic pop bottles collected as part of the existing program, the following will be accepted under the new program: corrugated cardboard, mixed rigid plastics, film plastic grocery bags, glossy magazines, aluminum pie plates, and telephone books. Fine paper from targeted generators only will be accepted as part of the program." Although there is presently a surplus of many types of recycled materials that cannot be absorbed under current market conditions, the Blue Box and other recycling programs have gone a long way towards establishing a waste management system that does not depend entirely on the landfilling or burning of garbage.



### 3.0 Description of the Jeb Brugmann-International Council for Local Environmental Initiatives and Ontario Roundtable on the Environment and Economy evaluation criteria:

#### 3.1 International Council for Local Environmental Initiatives (Jeb Brugmann) criteria:

##### Principle of Integration:

"...interdependent, linked and connected. These are all ways of describing the principle of integration in natural systems. Ecosystems can be seen as a web in which the activities of one organism, or the outcome of one process, influences hundreds of other activities or processes."

Can the project be integrated into what government departments, volunteer non-governmental groups or educational institutions are doing? How does it affect their existing programs - does it dovetail with them? Does it need to be adjusted to take their programs into account or to enhance their programs? What can they do to play a role in the effectiveness or success of the project? In what ways is the project itself integrated with the natural environment?

##### Principle of Elegance:

"The satisfaction of multiple needs through a single, often simple action."

Does your project satisfy more than one need or provide more than one benefit? If so, what are the needs and benefits (explain)? If not, can the project be altered to satisfy this principle?

##### Principle of Recycling:

"Ecosystems recycle by-products from one natural process as the inputs into other processes."

Does this project produce products, by-products, or waste? If so, how are they recycled into another process or use?

##### Principle of Functionality:

"The specialization of management units or programs by function, implies that function is given priority over a distinct service or product which is developed to fulfill this function... In our product-oriented economies, functional units in urban management have often become overinvested in a specific project, and have lost sight of effective, alternative ways to fulfill their function. For example, energy utilities have over identified with generating electricity, and have often resisted more efficient ways to fulfill their function of providing for energy needs, such as conservation and demand-side management programs."

Does your project address the fact that the basic service could potentially be provided through a wide variety of mechanisms more efficiently than through traditional delivery systems?

Principle of Adaptability:

"More than at any time in human history, time and events are changing at such a rapid speed that it is necessary to remain flexible and to be able to adapt to new realities."

Is your new project flexible enough to be able to adapt to new and different needs in the future?

Principle of Diversity:

"Just as genetic diversity increases the resiliency of an aquatic ecosystem or an urban park, cultural diversity in human ecosystems can provide perspectives on problems and cultural tools to help the overall community find appropriate solutions to its problems."

Is your project a solution to the problem? If so, have you considered the perceptions of that problem held by other groups in Hamilton-Wentworth? How do you think your solution would be perceived by these other groups? Would it be helpful to the success of the project to form a partnership with other groups in the community?

Principle of Synergy:

"The term synergy describes a dynamic in natural systems whereby the interaction of individual parts creates a whole that is either greater than or qualitatively different from the sum of the parts."

What is the positive synergy that the project achieves? What methods have you devised for monitoring and assessing the cumulative impacts of your project on the Region as a whole?

Principle of Carrying Capacity:

"All ecosystems have a certain capacity for alteration and for the absorption of human wastes. If the limits of this capacity are not understood, human communities can quickly destroy the ability of an ecosystem to provide the services upon which they depend."

In what ways have you considered the social, ecological and economic carrying capacity in this Region as it relates to the project? Does your project exceed the carrying capacity? What indicators are you using to monitor whether the carrying capacity has been exceeded?



### Principle of Negative Feedback:

"This principle is derived from the cybernetic nature of ecosystems (in particular urban ecosystems), and follows directly from the principle of carrying capacity. In order to maintain themselves within the overall ecosystem, the sub-systems both in nature and in cities must have negative feedback mechanisms to regulate and control their operation within the established constraints upon the overall system."

Does your project have a built-in mechanism (or is it a mechanism) that provides feedback to the project's managers to ensure that related activities will conform to the limitations imposed by environmental, social and economic constraints? For instance, will your project or policy be constantly reviewed or analyzed to ensure that "encroachments upon carrying capacity" such as "urban growth, pollution emissions, and habitat destruction" do not surpass manageable limits.

### 3.2 Ontario Round Table on the Environment and Economy criteria:

#### Anticipation and Prevention:

"React and cure has proven to be economically, socially, and environmentally expensive... requires that we deal with the underlying causes of the problem, not just the symptoms."

Have you anticipated the potential effects of your project? What are they in terms of the three components of sustainable development - social, economic, and environmental? Do you consider your project to be addressing a problem at the fundamental or symptomatic level?

#### Full Cost Accounting:

"Market costs very rarely reflect the inclusion of environmental or social components... to prevent overuse and exploitation, all prices ideally should incorporate environmental, social, and resource depletion costs."

Have you taken into account the full benefits and costs associated with your project?

#### Informed Decision Making:

"There must be effective public participation in decision-making. Also, there must be a broader range of factors included in the planning stages of the decision-making process."

What role has the public played in the planning and finalization of your product design? How did you integrate economic, social, and environmental knowledge bases in developing your project?

#### Living Off of the Interest:

"Such 'natural capital' (limited natural resources) must be replaced as it is depleted or else be reused or recycled. If not we will bankrupt ourselves just as surely as if we had spent all our financial resources."

Does your project contribute to the long-term maintenance of the Region's natural capital.? Does your project embrace the 'doing better with less' concept of the Conservers Society?

#### Quality of Development Over Quantity:

"An increasing focus on quality of economic development will result in smarter production and consumption patterns - such as improved product durability and energy efficiency in the production."

Does your project result in a decrease in consumption? How long will your project endure - what is the life span? What are the costs of future maintenance - are these costs factored in?

#### Respect for Nature and the Rights of Future Generations:

"Decision-making frameworks must consider the opportunity costs associated with resource development and need for quality of life considerations including the importance of greenspace and the knowledge that all flora and fauna need a place to exist."

How will your project affect future generations of Hamilton-Wentworthians? How does your project affect the rights of non-human life forms to exist for their own sakes and their ability to pursue their evolutionary paths unhindered?

### **4.0 Assessment of the Projects/Programs Using the Brugmann and Ontario Round Table Criteria:**

Ratings are provided to describe the level of applicability of these particular principles to the project being evaluated. Three types of ratings are included: not applicable (NA), somewhat applicable (SA), and very applicable (VA).

#### 4.1 Hamilton-Wentworth Sewer-Use Monitoring Program:

##### Integration:

This program should not be given a very high index number, since the program is relatively specialized and is limited to specific problems encountered with liquid waste management by the Environmental Services Department. Some efforts have been made to collect information used in the program from a wide variety sources



including the Finance and Planning and Development Departments. However, an applicability rating of somewhat applicable would be appropriate.

#### Elegance:

Insofar as an elegant action might be described as one which is relatively simple but which achieves a wide variety of benefits, this program can be definitely be described as elegant. By monitoring the use of the sewage system by industrial enterprises to ensure that excessive quantities of undesirable materials are not being dumped into the municipal sewers (and eventually Hamilton Harbour), the Environmental Services Division is pursuing several objectives:

- Industrial companies are being made aware of the chemicals that they are dumping in the sewer system. Inspectors from Environmental Services are contacting industrial concerns to ensure compliance with the Region's Sewer-Use Bylaw, and as result many firms in Hamilton-Wentworth will inevitably find out that their continuing to discharge contaminants into the sewer system is both illegal and damaging to the environment.

- By restricting the amounts of polluted wastewater that companies can dump into the public sewer system, the Region will be promoting the recycling of industrial materials and proper disposal of industrial byproducts. In many industries increased regulation of effluent composition has resulted in increased recycling of chemicals and materials to insure that wastewater is just that; essentially water.

- The reduction of discharges of highly toxic or dangerous materials and of excessive amounts of common pollutants will improve the effectiveness of the Regional sewage treatment plants in providing relatively safe treated water discharges to Hamilton Harbour. Sewage treatment plants are usually only effective at treating certain types of contaminants. However, compounds like PCBs and heavy metals are usually difficult if not impossible to stop on their way through the sewage system into the Harbour and Lake Ontario. This program will go a long way to eliminating discharges of these types of materials to the municipal sewer system.

As a result of the aforementioned, the applicability index should be rated as very applicable.

#### Recycling:

Since the program will indirectly lead to more recycling of materials by firms, the program should be given a "somewhat applicable" status.

#### Functionality:

The sewer use monitoring program is an excellent example of functionality. In this case, although the usual "product" or "service" of the Environmental Services Department can generally be described as sewage collection and treatment, the true goal of the Department is to make sure that wastes are adequately dealt

with and that the environment is not adversely affected by the production of household/industrial wastes. Since the program goes to the heart of the matter and reduces waste production at the source, it can be described as being extremely functional. Therefore a index rating of very applicable is suggested.

#### Adaptability:

The sewer use monitoring program and the associated Regional Sewer-Use Bylaw are adaptable to changing needs. Contaminants can be added or subtracted from a list of prohibited compounds as needed, and industry contact and bylaw enforcement techniques can be altered as required. As a result, the program should be given a "somewhat applicable" level on the applicability index.

#### Diversity:

This principle does not appear to be very applicable to the program. An applicability rating of "not applicable" is therefore suggested.

#### Synergy:

This program is relatively specific in nature, and is implemented by the Environmental Services Division to achieve objectives that are restricted largely to environmental concerns associated with STP loadings. As a result, synergy ratings probably would be given a rating of "somewhat applicable".

#### Carrying Capacity:

The program is very compatible with the notion of the Region having a limited carrying capacity for waste production and energy use. In this specific situation, the program addresses the need to limit the amount of a range of contaminants being discharged by industries into the environment indirectly via the municipal sewer system. The program therefore merits an applicability index level of "very applicable".

#### Negative Feedback:

This program goes a long way to providing the Region with a vehicle for analyzing indicators that will reveal "negative feedback". By testing for specific contaminants in a wide variety of locations to ascertain pollution levels and identify potential lawbreakers (polluters), the program endeavors to establish a mechanism to receive continuous feedback. At some point in the near future it will be possible for Environmental Services to closely monitor the municipal sewer system for dangerous or undesirable contaminants that could threaten the environment and/or human health. As a result, the program should be rated as being very applicable.



### Anticipation and Prevention:

The sewer use monitoring program and associated projects is totally compatible with the general notions of anticipation and prevention. Instead of waiting until a problem has been created (i.e. contaminants have already been discharged by private industrial enterprises) before reacting with "end-of-pipe" solutions, the Environmental Services Division is actively discouraging discharges of pollutants in the first place by attempting to force firms to restrict their use of the sewer system as a repository for contaminants. Since the principle of anticipation and prevention appears to be totally applicable to this program, it should be rated as being very applicable.

### Full Cost Accounting:

The principle of full cost accounting is only indirectly served by this program. Presumably many firms will have to use more realistic accounting systems if they are forced to pay to dispose of their pollutants in ways other than merely dumping them in the municipal sewage system. Therefore a "somewhat applicable" on the index is suggested.

### Informed Decision-Making:

There appears to have been little public participation in the development of this program, largely because of its technical nature and its restriction of impact to industrial firms. The principle of informed decision-making is therefore not applicable, so that a "not applicable" is suggested on the index.

### Living Off the Interest:

There seems to be no direct relationship between the principle of "living off the interest" and the program. Although the program and the principle are not incompatible, the principle is not applicable given the specific nature of the program. "Not applicable" is suggested.

### Quality of Development Over Quantity:

This principle does not appear to be applicable to an evaluation of this program, so an index level of "not applicable" should be given.

### Respect for Nature and the Rights of Future Generations:

The program can be tied relatively closely to a respect for nature and the rights of future generations, as the program will hopefully result in a significant reduction in the discharge of undesirable contaminant loadings to the Harbour which would otherwise accumulate and pose a threat to human and ecological health in future years. An rating of "very applicable" would therefore seem appropriate.

#### 4.2 Hamilton-Wentworth Blue Box Recycling Program:

##### Integration:

The Blue Box Recycling Program philosophy appears to be fairly compatible with notions of integration, because the program is integrated with regular garbage pick-up services and because the program depends in large part on the efforts of average citizens to make the effort to divide up their wastes into several components. The program should therefore be rated as being somewhat applicable.

##### Elegance:

Although the program does not depend on one simple action or effort, and is instead a relatively complex project to undertake and promote, the program does result in a wide range of realized and potential benefits. Three potential benefits to the economy and the environment are apparent:

- The general public is made more aware of what goes into household garbage containers, and of the importance of dealing with the "waste" problem. People also begin to examine the question of how their waste byproducts will be dealt with once they leave the house.

- It is hoped that recycling of materials will eventually lead to reductions in the amount of natural resource mining and harvesting that takes place to satisfy the demand for materials in our economy. For instance, increased recycling of newsprint may lead to reductions in the pulp and paper industry's use of trees.

- Abundant sources of materials (plastics, metals, wood, etc.) provided by municipal recycling programs could eventually lead to lower prices of finished products in those cases where natural resource of one type or another are becoming increasingly scarce and would have otherwise led to higher material input prices.

The program should therefore be a rating of somewhat applicable.

##### Recycling:

The Blue Box Recycling Program should of course be rated as being completely compatible with the principle of recycling. It is therefore suggested that the program be given a rating of very applicable.

##### Functionality:

The program appears to easily meet the requirements of "functionality" as described by Brugmann. The basic service historically performed by the Region has been the collection and then landfilling/burning of garbage, but the function was really waste management. Recycling instead of landfilling or burning shows that the Region gives priority to the "function" rather than to a distinct traditional



service or product. The program should therefore be given a rating of "very applicable" on the index.

#### Adaptability:

The program is extremely adaptable to changes brought about by evolving market demands and environmental protection goals. Several new types of materials have recently been added to the types of goods that can be left out to be recycled. It is suggested that an appropriate rating would be "very applicable".

#### Diversity:

This principle appears to be somewhat applicable to the project. The Region's recycling is carried out by Third Sector Employment Services, an organisation founded to provide employment to disadvantaged youth, which has a service contract with Hamilton-Wentworth. As a result, the suggested rating is somewhat applicable.

#### Synergy:

As was described in the section on integration, there are some elements of cooperation and coordination between various economic sectors, groups and departments. For instance, a degree of synergy between the municipality, the population at large, and firms that use the recycled materials is apparent. A rating of "somewhat applicable" is therefore advised.

#### Carrying Capacity:

The notion of carry capacity is completely compatible with the program. The program should lead eventually to a significant reduction in the amount of waste society is producing in the Region. Since there is a limit to the amount of waste the environment in Hamilton-Wentworth can reasonably be expected to absorb, the reduction of waste production (and thus landfill dumping and/or garbage dumping) is strongly correlated with the principle that the Region has a limited carrying capacity. A rating of "very applicable" is thought appropriate.

#### Negative Feedback:

This principle is somewhat relevant to the program, insofar that the recycling program gives feedback to the municipality and its residents about the quantity of garbage being produced at any given time, and the amount of financial resources required to adequately deal with this problem. A rating of "somewhat applicable" is therefore suggested.

#### Anticipation and Prevention:

Recycling programs can be said to be a form of prevention of waste production, because the municipality does not have to deal with landfilling/burning/other disposal options for all household/industrial byproducts. Instead, by instituting a

program of recycling, the municipality to a certain extent anticipates the production of these byproducts and prevents environmental degradation by instituting a recycling program. A rating of "very applicable" is therefore probably justified.

#### Full Cost Accounting:

Programs promoting the recycling of household byproducts can be instrumental in bringing about the utilization of full cost accounting. For instance, manufacturers who save money by using compounds that are not easily recyclable may have to change their ways as municipalities and the province find the costs of recycling products using these materials prohibitively expensive and pass legislation to stop the sale of these products.

A rating of "somewhat applicable".

#### Informed Decision-Making:

There has been a great deal of community involvement with the Region's recycling programs. The programs themselves have been largely the result of public interest and the activities of public interest groups. Therefore a rating of "very applicable" would probably be appropriate, particularly since virtually all citizens are involved with the recycling process in one way or another.

#### Living Off the Interest:

This program appears to be very compatible with the principle of "living off of the interest" since recycling programs promote economy in our society. By selectively recycling goods and materials we usually diminish our energy and natural resource requirements to maintain any given level of service/product provision. As a result, a rating of "very applicable" is suggested.

#### Quality of Development Over Quantity:

This particular principle does not appear to be relevant, so a rating of "not applicable" is suggested.

#### Respect for Nature and the Rights of Future Generations:

This program is compatible with the principle of respect for nature and the rights of future generations. If carried out properly, this and other recycling programs should lead to reduced natural resource use and production of pollution and wastes. Future generations will have to contend with fewer cases of polluted groundwater due to landfill leachate runoff, and will have more resources at their disposal. The natural environment will of course be spared some of the stresses placed on it by growing production of household and industrial wastes. A "very applicable" rating is therefore suggested.



## 5.0 Conclusions and Recommendations Regarding the Use of These Criteria in Evaluating Projects/Programs:

A number of points should be made about the use of the Brugmann and Ontario Round Table criteria as a means of evaluating municipal or other projects from a sustainable development perspective:

- 1) Virtually no project, no matter how obviously in keeping with the philosophy of sustainable development, will meet all of the criteria listed by the Round Table and Brugmann. Thus, the criteria should not be used as "test" criteria to judge the value of a project, particularly since the weights given to various criteria would inevitably have to be based on subjective opinions. The best use of the Brugmann and Round Table criteria is as that of a comprehensive "check-list" that can be used when designing, approving or improving municipal or other projects/programs. For instance, municipal employees, developers, and others should strive to improve their respective projects or programs to meet these criteria as much as possible, and those individuals evaluating proposals should work to ensure that these criteria are also being adhered to as much as is feasible.
- 2) Brugmann's "Integration" and "Synergy" criteria should be combined into "Integration/Synergy" since both ideas are very similar. For instance, projects should attempt to integrate various departments, social groups, industrial sectors, or whatever to insure that synergy takes places. Since integration is usually a precondition to synergy, the two ideas should be combined for simplicity's sake.
- 3) Brugmann's "Elegance" criterion should probably be combined with the idea of simplicity, since the two ideas seem complimentary and very compatible. Brugmann's definition of elegance appears to be "the satisfaction of multiple needs through a single, often simple action." Merely keeping a program/project simple would probably lead to mutiple benefits, including cost efficiency.
- 4) The Round Table's "Quality of Development Over Quantity" and "Living Off of the Interest" should be combined into one criterion, and perhaps be called "Achieving More with Less" or "Doing Better with Less". The "living off of the interest" concept may at first seem appealing, but in fact it is a shaky idea at best. It is virtually impossible to determine from an ecological point of view what the "interest" really is - i.e. how much of the earth's resources should we be allowed to exploit. One can take this to an extreme and argue that there is only so much energy that is absorbed by vegetation on the planet from the sun and that we should only be consuming the renewable portion of it. Even then one can question whether there truly is a technological limit on how much energy mankind can successfully produce or harness. All of these philisophical arguments can be best avoided simply by stating that all projects and programs should attempt to provide more services/products or achieve more desirable objectives using less human resources, less natural resources and less energy. Improved urban design, more efficient machines, and less wasteful industrial production techniques all lead to improved quality of life for humans and less stress on existing ecosystems.

# MATRIX ANALYSIS OF EVALUATION CRITERIA

INTERNATIONAL COUNCIL FOR LOCAL ENVIRONMENTAL ISSUES (BRUGMANN) CRITERIA	SEWER-USE MONITORING INDEX RATING	BLUE-BOX PROGRAM INDEX RATING
INTEGRATION	SA	SA
ELEGANCE	VA	VA
RECYCLING	SA	VA
FUNCTIONALITY	VA	VA
ADAPTABILITY	SA	VA
DIVERSITY	NA	SA
SYNERGY	SA	SA
CARRYING CAPACITY	VA	VA
NEGATIVE FEEDBACK	VA	SA
ONTARIO ROUNDTABLE ON THE ENVIRONMENT AND ECONOMY CRITERIA		
ANTICIPATION & PREVENTION	VA	VA
FULL COST ACCOUNTING	SA	SA
INFORMED DECISION-MAKING	NA	VA
LIVING OFF OF THE INTEREST	NA	VA
QUALITY OF DEVELOPMENT OVER QUANTITY	NA	NA
RESPECT FOR NATURE + RIGHTS OF FUTURE GENERATIONS	VA	VA
INDEX RATING		
NA = NOT APPLICABLE		
SA = SOMEWHAT APPLICABLE		
VA = VERY APPLICABLE		



2.3

Public Submissions on Vision 2020

Submitted Prior to March 25, 1992

MON. FEB 24/92

## VISION 2020

RECEIVED FEB 26 1992

I was born and raised in Hamilton and am old enough to remember how it was and how it might be in 2020.

I am in general agreement and impressed with the proposals brought forward by the Chairmans Task Force on Sustainable Development.

The one area that I have the most concern about is in the areas of the environment (ecology) as outlined in "Discussion Papers" #7 Environment & Health - #8 Greenspace and Natural Areas - #9 Energy Use and Resource Consumption. Are the numbers of these papers only indication of their importance or significance in the scheme of things by the Taskforce? - if so we may be in trouble already.

Vision 2020 will not be possible unless we take certain actions now!!!. There are certain things that we must do to-day in order to make this dream a reality and make this a city of the future where people will want to live and enjoy its great potential.

### ITEM I. INDUSTRY

We have in the past and present, certain industries which have absolutely decimated our quality of air we breathe and the water we drink. Most of these companies have an effort to clean up their act only after governments have set minimal standards. They have historically resisted any attempts to curb pollution. In some instances, the pollution is so bad that makes it almost impossible to



determine whether current violations occurred yesterday or forty years ago.

These companies say that they are good corporate citizens, involved with the community but they never seem to be willing to allocate money to take the initiative regarding the clean up of their own pollution.

I think that it would be a waste of taxpayers dollars unless we eliminate the source of pollution before we attempt to clean up the bay.

## ITEM II POLITICIANS

Vision 2020 will not be possible as long as politicians do not have the intestinal fortitude to implement the ideas put forward by the Task Force.

It has always been apparent that our major industries are "Sacred Cows" and our politicians have a philosophy of "See no evil - hear no evil - speak no evil."

A recent example of this was when a local firm was reported polluting and nothing was done due to the fact that no one on City Council ~~heard~~ <sup>knew</sup> of a prior violation. This is not the only example of this but it sends the public the message that if they were concerned with the environment and wanted to do something about it - they would take steps to make sure they were informed of any violations.

When was the last time we heard the Chairman of the ~~Westworth~~ Hamilton-Wentworth Region or the Mayor of Hamilton getting

involved with any action that would indicate to these companies that breaking the laws regarding pollution and waste will not be tolerated?

### ITEM III

#### RED HILL EXPRESSWAY

I believe that everything should be done to protect the environmentally sensitive areas in our region now! - tomorrow will be too late.

Referring to Map #4 on Discussion Paper #8 on Green-space and Natural Areas, it is very obvious that the only small area left in the East-end of Hamilton is the Red-Hill King's Forest Area.

Being an east-ender, most of my life it has been ~~obvious~~ <sup>apparent</sup> to me that the only major expenditure has been \$1424 to get rid of the city's garbage and the Sewage Disposal Plant (Puu! - thanks a lot).

The east of the bay has already been filled in and taken over by industry.

The Red-Hill Expressway through the environmentally sensitive Red Hill Creek Valley would be an irreversible calamity. There are many cities in the world who would love to have an area such as this with ~~the~~ the variety of wildlife that is there. I could easily fill a couple of pages to list all the variety and species of animals, birds, reptiles etc that habitate this area.

I believe that the most feasible plan with the least impact on the environment and minimal effects on people would be



a three kilometer overpass above the existing road ~~above~~ on Centennial Drive (Hwy #20) from just south of King Street to just north of Barton Street. This route would follow the routes as outlined in maps alternate #2 or 3 in "Mountain East-West and North-South Corridor Study" (Information Package - Phase 3 - Detailed Evaluation) - May 1979

The reason I say that this is feasible is that a similar one now exists on Burlington Street East (3 kilometers)

If we can build an overpass for industry on Burlington, why can we not do likewise for people and the environment on Centennial Drive

This plan would also eliminate "KILLER CORNER" at the foot of 20 Hwy and King Street

Existing land is now already available for ~~approach~~ <sup>approaches</sup> at both ends of the suggested overpass.

There are also many other advantages to this proposal which I do not want to go into at this time.

I hope that Union 20/20 is not just another farce by politicians to pretend and placate the public <sup>intensely pretending</sup> that they really care about Hamilton and its people when they really don't.

Perhaps by 2020, the industries will all be in the U.S.A. or Mexico or elsewhere, but what will the people be left with unless we do something now - the year 2019 will too late

Thank you - A. Walker

34 Mercer Street  
Dundas, Ontario  
L6H 2N6  
February 25, 1992

The Task Force on Sustainable Development  
c/o Regional Planning and Development Department  
119 King Street, West, 14th Floor  
P.O. Box 910  
Hamilton, Ontario  
L8N 3V9

Mr Mark Hornell

Subject: Recycling Durable Goods

This letter is to ask you consider setting up repair depots to recycle durable goods. Our landfills are the recipients of throw away durable goods of all kinds; from hair dryers to refrigerators. In order to improve the environment for future generations, it is necessary that the usable life of all durable goods be increased and our society move further away from the "throw away" concepts of recent decades.

Freon (CFC'S) which is used in refrigerators and air conditioners will be replaced in coming years, possibly by HFC's. The replacement will require changes of compressors and condensers to avoid a larger burden on the environment. (It is noted that CFC's contained in refrigerators pose no danger to the environment and replacement is not required immediately. In fact it is best to leave them in service rather than allowing them to escape to the atmosphere.) It would be valuable to train people to repair durable goods of all kinds; even to the extent that replacement and repair of old refrigerators is possible.

The repair depots would be labour intensive, and could be set up as training facilities for people collecting welfare or UIC. Instructors for the facilities could be a mix of instructors from Mohawk, the private sector and volunteers. It is suggested that grey power (retired folks) be utilized for either instructors or management. The results of this program would be to make repair of small durable goods available to many, as well as recycling durable goods reducing the effect on the environment.

The long term benefit would be to increase the consumers' awareness of the environmental effects of disposing of waste products and to improve the demand for durable goods that have a much longer life cycle. A side benefit may be that less money is wasted on disposable goods and allowing consumers' more latitude to enjoy living.

While there might be less demand in the short term for retail products, this would be balanced by increased demand for tools and parts to carry out repairs.

I am convinced that Canadians will agree that we, both as a country, and as individuals should contribute to improving the global environment.

Yours very truly



George Bell, P.Eng.



Mr Leonard Saltmarsh  
5 Walnut Grove  
Dundas, Ontario  
former Fire Chief - City of Hamilton

Comments on Vision 2000

telephone conversation Feb 12, 1992

Felt vision was lacking in any discussion on  
public safety, in particular, safety of  
property.

Suggested that the Task Force should  
investigate the possibility of making a  
requirement that all new buildings from  
single family to warehouses have a water  
sprinkler system. Argued that there would be  
a long term saving in increased insurance  
costs, lost property or potentially increased  
taxes because the Fire Dept. could be  
made smaller.

For an example by law he suggested the City  
of Vancouver.

RECEIVED JAN 3 1992

The Task Force on Sustainable Development

c/o Regional Planning & Development Department

119 King St. W. 14th floor P.O. Box 910

Hamilton Ontario L8N 3V9.

OER suggestion for our area at Hamilton Mountain requires careful considerations without saying no or yes to the following concepts.

One suggestion is simply enough take water through a pipe line system to the edge of our mountain to sustain water for drinking without pumping it up the mountain which is obviously very expensive.

The suggestion goes even further by using a great amount of this water to create electricity on the way down then the water can go into reservoir & supply all the downtown areas at Dundas, Hamilton & Shore, Creek.

This suggestion could even make a surplus of electricity to sell to our Ontario Hydro.

This suggestion is a realistic make work program for our area and ecologically the best.

This suggestion would make electricity so cheap that many industrial businesses would wish to operate in our area - a potential boon in a fast economy.

This idea would allow small residential cities in north to receive top quality and water supply at a low rate or even inexpensively if they wish.



2 RECEIVED 3 JAN 11 1

# MAKE YOUR COMMENTS KNOWN

Your thoughts and views about "VISION 2020" are important. Once "VISION 2020" has been adopted by Regional Council it will guide the activities and decisions made by Regional Government. Furthermore, in the second half of its mandate, the Task Force will propose actions to make "VISIONS 2020" a reality.

You can make your views known to the Task Force:

- by calling either Mark Hornell at 546-2195 or Mark Bekkering at 546-2150 and requesting a time for making a presentation to the Task Force at public hearings being scheduled for the last week of March 1992; or
- IN THIS RECESSION YOU SHOULD CONCENTRATE ON SAVING TAXPAYER'S MONEY, NOT WASTE IT IRRESPONSIBLY.
- by attending the public ~~hearings being scheduled~~ for the last week of March 1992 and expressing your views to Task Force members during arranged breaks at the public hearings; or

- by calling either Mark Hornell at 546-2195 or Mark Bekkering at 546-2150 to organize a time when members of the Task Force could discuss the vision with your group or organization; or

STOP "BUILDING EMPIRES"

- by submitting a written report outlining your views and concerns. If you wish to make a written submission please address it to;

## THE TASK FORCE ON SUSTAINABLE DEVELOPMENT

c/o Regional Planning and Development Department  
119 King St. West, 14th Floor, P.O. Box 910  
Hamilton, Ontario L8N 3V9



REMEMBER THE SPICER COMMISSION. DONOT FOLLOW

(23 MILLION!)

PUBLIC HEARINGS ON "VISION 2020" THEIR UNSOUND PULOUS EXAMPL

This is my reaction to "Visions"  
winter 92, issue #3.

On the green space, it says:  
"provision for self determination THROUGH  
PUBLIC INVOLVEMENT."

Why does the region not practice  
what it preaches? When they proposed a change to the  
zoning of Mount Hope Golf Course there were only  
the people notified who lived within 400 feet of the  
proposed change, yet there were 56 citizens  
present at the public meeting who opposed the  
change. One was Mr. Tim Flinn in the face of your  
above words. You have planned a long strip  
of industrial development starting at 20.20 acres  
and ending in Mount Hope. Why don't you  
break this unattractive area with a green space  
which would be Mount Hope golf course? This  
would be much more in line with your  
"visions" and the U.S. travellers coming north  
on Hwy 6 would not cry out "no! No!"



must be nearing Hamilton. It is ugly!  
With all the development you have in mind  
it should be easy to appropriate park in  
that area and why not leave it as  
a golf course till then?

You say a positive change which  
does not undermine the environment or soci-  
ety. I am sure we and future generations  
are dependent. Will you certainly manage  
to assist the citizens now living there.

The Mount Hope Golf course is environ-  
mentally sound. I am because 3 mile creek  
starts there and when we see what environmen-  
tally happened to the water of the Red Hill  
Creek we can only say let's not repeat  
this mistake. I vote for leaving the  
golf course a golf course and later  
a park and only developing the other  
planned industrial areas.

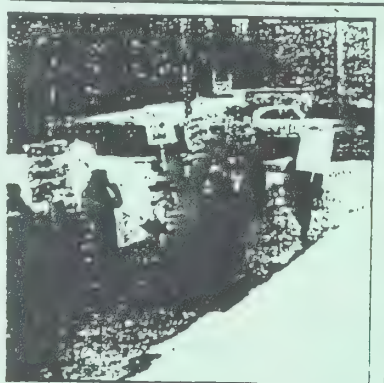
Frederika Kammerer, 7374 Engl. Church Rd. Mt. Hope

organizational festival in Ham- August charges at Mr. lary of vinctial as not-ferred; in others it was not. Noting that a letter on behalf of Mr. Nurre and the CCCECI was delivered to the offices of Southam Inc. on September 25, 1991, and that the defendant has neither acknowledged the letter nor published or offered to publish a retraction of the statements which are considered libelous, the Statement of Claim calls for payment for general damages in the amount of \$2,500,000, punitive damages of \$2,500,000, and any further amounts deemed just by the Court.

The Statement of Claim cites the text of the several articles that appeared in *The Hamilton Spectator* which are considered offending and notes that "the plaintiff, Nurre... states that by reason of the publication of the aforesaid words, the plaintiffs have been severely and irreparably injured in his credit, character and reputation as a citizen, in his activities as a minister, and as a director of the Canadian Caribbean Christian Ecumenical Community Incorporated." Further it is claimed that because of the charges made by *The Hamilton Spectator*, the plaintiff's "ability to perform his duties as a minister, his reputation, and his financial obligations has been drastically reduced." Finally, the claim is based on the belief that "the Defendants deliberately or recklessly failed to exercise minimum standards of honest journalism."

## ference

middle ch stu- sor," a are en- prob- them ondary t mak- grade s of a s. icators on at- effect- milton lge of nents. essed dents actively in learning; aspects of successful English as a Second Language programming; the use of modern technology in the school library; and linking the teaching of various subjects through school themes. Middle school education in Hamilton has been practised officially for about 4 years, with the opening of Burkholder based on the middle school approach. It is planned that in 1994-95, there will be a review of Hamilton's middle schools to see how far the concept has been implemented and to conduct research into the outcome of the program.



Women Coalition's protest against Violence against women, Courthouse, Wednesday, January 22, 1992.

## We Really Don't Understand Why and We Don't Think Others Will Either

*New Hamilton Weekly* has now entered its 6th year of publication.

As an independent small business in the field of publishing, we face all the problems other small businesses face, and perhaps one of the biggest, in our case, is the high level of monopolization which exists in the newspaper industry.

In Hamilton, it can be said that there is a virtual monopoly on the dissemination of information with the common ownership of *The Hamilton Spectator* and the Brabant papers by Southam Inc. One of the problems we face in this regard is getting other businesses and organizations and institutions to use our publication as an advertising vehicle. In a sense, we have to deal with the psychology that has been created by having a monopolized newspaper industry, in which people become accustomed to thinking that there's only one way to go when it comes to newspaper advertising. We have heard many people complain about the effect of newspaper monopolization on advertising prices, and in this sense, we offer a very competitive service.

In the past, we were acutely aware of our limitations as a small newspaper with a limited pick-up circulation of 26,000 on a weekly basis. There are very definite business people who require this kind of advertising vehicle, but we knew that there were others who need to reach the entire city and we could not serve this sector. In December of last year, we were very happy when we found that we could begin publishing one issue a month with door-to-door distribution with a circulation of 128,000. This meant an expansion of our service and we have set about trying to get advertisers to try us out. In this regard, there is one issue which we think belongs to the public for consideration, because we are talking about the use of public funds.

Last month, we presented a proposal to the Regional Municipality of Hamilton-Wentworth's Task Force on Sustainable Development for the publication and distribution of their Regional Vision Statement. Since we are not dealing with a business in the pure sense of the word, we offered the Task Force a special price which is available to all non-profit organizations, amounting to a total of \$7,500 for the printing and distribution of their 4-page document in our January 22 issue. Our price included door-to-door distribution in Hamilton, Ancaster, Dundas and Stoney Creek, as well as to Glanbrook and Flamborough. We were told that while we were competitive, The Task Force decided to go with Brabant for printing and *The Spectator* for distribution. The insert appeared in the January 25 *Spectator*.

In the end, the Task Force decided to spend \$4000 for printing with Brabant and \$9000 for distribution through *The Spectator* for a total of \$13,000, or almost twice as much as they would have spent with *New Hamilton Weekly*.

We can't agree with this decision on two counts. First of all, in the absence of any sound reason, we don't see why the Task Force would spend an extra \$6,000., especially at a time when there is so much pressure on government budgets and every dollar that is saved counts. Secondly, the Task Force distributed its last Vision Statement, at approximately the same cost, with *The Hamilton Spectator*. Therefore, we don't see why they wouldn't decide to give a young struggling newspaper, which could offer the same service at a less expensive price, a share of the business.

We have decided that we will continue to try to get Regional and City government advertising, and as we do, we will continue to keep the public informed, with the hope that public scrutiny may lead to a fairer policy.



2.4

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department  
119 King Street West, 14th floor  
Hamilton, Ontario  
(416) 546-4186 Fax (416) 546-4364  
TDD-522-1787

Mailing Address:  
P.O. Box 910, Hamilton, Ontario  
L8N 3V9

April 2, 1992

Refer to File No. 764.91

Attention of

Your file No.

The Chairman and Members  
Regional Chairman's Task  
Force on Sustainable Development

Dear Task Force Member:

**RE: Recent membership changes**

Recently, there have been two changes to the membership of the Task Force. Alderman Terry Cooke has resigned due to a time conflict with his responsibilities as chairperson of the City of Hamilton Licencing Committee. He asked me to convey his regrets to the Task Force.

We have been attempting to contact Lydia Goshgarian without success. As such, Alderman Ross, as chairman of the Task Force, asked me to inform Ms. Goshgarian that her non-response is interpreted as tacit resignation from the Task Force. A copy of a letter to that effect is attached.

The Task Force may want to discuss whether to try filling the vacant posts or to amend the terms of reference accordingly.

Yours truly,



Mark Hornell  
Task Force Coordinator

/encl.

# Task Force on Sustainable Development

economic, social and environmental planning for the future

---

April 2, 1992

764.91

Lydia Goshgarian  
17 Barnesdale Avenue North  
Hamilton, Ontario  
L8L 6R4

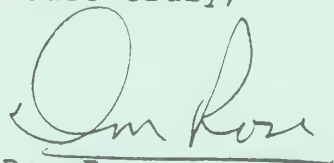
Dear Ms. Goshgarian:

Due to your long absence from Task Force meetings, and the lack of communication from you in response to our letter of March 20, 1992, it is my regret to inform you that I interpret your absence and silence as tacit resignation from the Task Force.

I regret that you are unable to continue to participate in the Task Force, as I think you have a valuable perspective for our work. Nevertheless, I want to thank you for the contribution you made as a member, especially during the working group process and the difficult visioning exercises last summer..

Best wishes on current and future endeavours.

Yours truly,



Don Ross  
Task Force Chairman





## WICKED PROBLEMS

Rittel and Webber

1. There is no definitive formulation of a wicked problem.
2. Wicked problems have no stopping rule.
3. Solutions to wicked problems are not true - or - false, but good - or - bad.
4. There is no immediate and no ultimate test of a solution to a wicked problem.
5. Every solution to a wicked problem is a 'one-shot' operation; every attempt counts significantly.
6. Every wicked problem is essentially unique.
7. Every wicked problem can be considered to be a symptom of another problem.

OR

- A. The goals are not known or are ambiguous.
- B. The means-ends relationships are highly uncertain or poorly understood.



## THE SYSTEMS MOVEMENT

### STUDY OF SYSTEMS IDEAS

#### SYSTEMS THEORY

- Cybernetics
- Mathematical systems theory
- General systems theory

'Soft' systems analysis

'Hard' systems analysis

#### REAL-WORLD APPLICATIONS OF SYSTEMS IDEAS

### APPLICATIONS OF SYSTEMS IDEAS IN OTHER ACADEMIC AREAS

e.g.

Geography  
Ecology

Planning  
Education

Social Work  
Medicine

Figure 2 A map of the systems movement (adapted from Checkland, 1981)



## SOFT SYSTEMS - KEY IDEAS

1. Instead of asking "what is the problem", we need to ask "what is the situation". (People don't always agree on the problem.)
2. People perceive situations according to their own world-views (both "what is" and "what ought to be").
3. If perception of 'problems' depend on world-views, so do 'solutions'.
4. There is a need to think broadly about all aspects of a situation.
5. Changes in these "messy" situations will be improvements if they happen through sharing of perceptions, persuasion and debate.
6. The analyst is a part of the situation not an objective bystander. (Note the connection to participatory research.)

## SOME SUGGESTIONS

1. Articulate the Vision in terms of a connected set of patterns which if followed will promote change consistent with the aims of sustainability.
2. Identify where and how change does occur and devise an approach that will allow for the Vision to become part of the change process.
3. Identify areas where change needs to occur and how that might be initiated.
4. Identify a specific set of recommendations that could be easily incorporated into existing regulatory structures (by-laws, zoning regulations, etc.).



## National Round Table Objectives for Sustainable Development

**T**he natural world and its component life forms and the ability of that world to regenerate itself through its own evolution has basic value. Within and among human societies, fairness, equality, diversity and self-reliance are pervasive characteristics of development that is sustainable.

### **I Stewardship**

We must preserve the capacity of the biosphere to evolve by managing our social and economic activities for the benefit of present and future generations.

### **II Shared Responsibility**

Everyone shares the responsibility for a sustainable society. All sectors must work towards this common purpose, with each being accountable for its decisions and actions, in a spirit of partnership and open cooperation.

### **III Prevention and Resilience**

We must try to anticipate and prevent future problems by avoiding the negative environmental, economic, social and cultural impacts of policy, programs, decisions and development activities. Recognizing that there will always be environmental and other events which we cannot anticipate, we should also strive to increase social, economic and environmental resilience in the face of change.

### **IV Conservation**

We must maintain and enhance essential ecological processes, biological diversity and life support systems of our environment and natural resources.

### **V Energy and Resource Management**

Overall, we must reduce the energy and resource content of growth, harvest renewable resources on a sustainable basis and make wise and efficient use of our non-renewable resources.

### **VI Waste Management**

We must first endeavour to reduce the production of waste then reuse, recycle and recover waste by-products of our industrial and domestic activities.

### **VII Rehabilitation and Reclamation**

Our future policies, programs and development must endeavour to rehabilitate and reclaim damaged environments.

### **VIII Scientific and Technological Innovation**

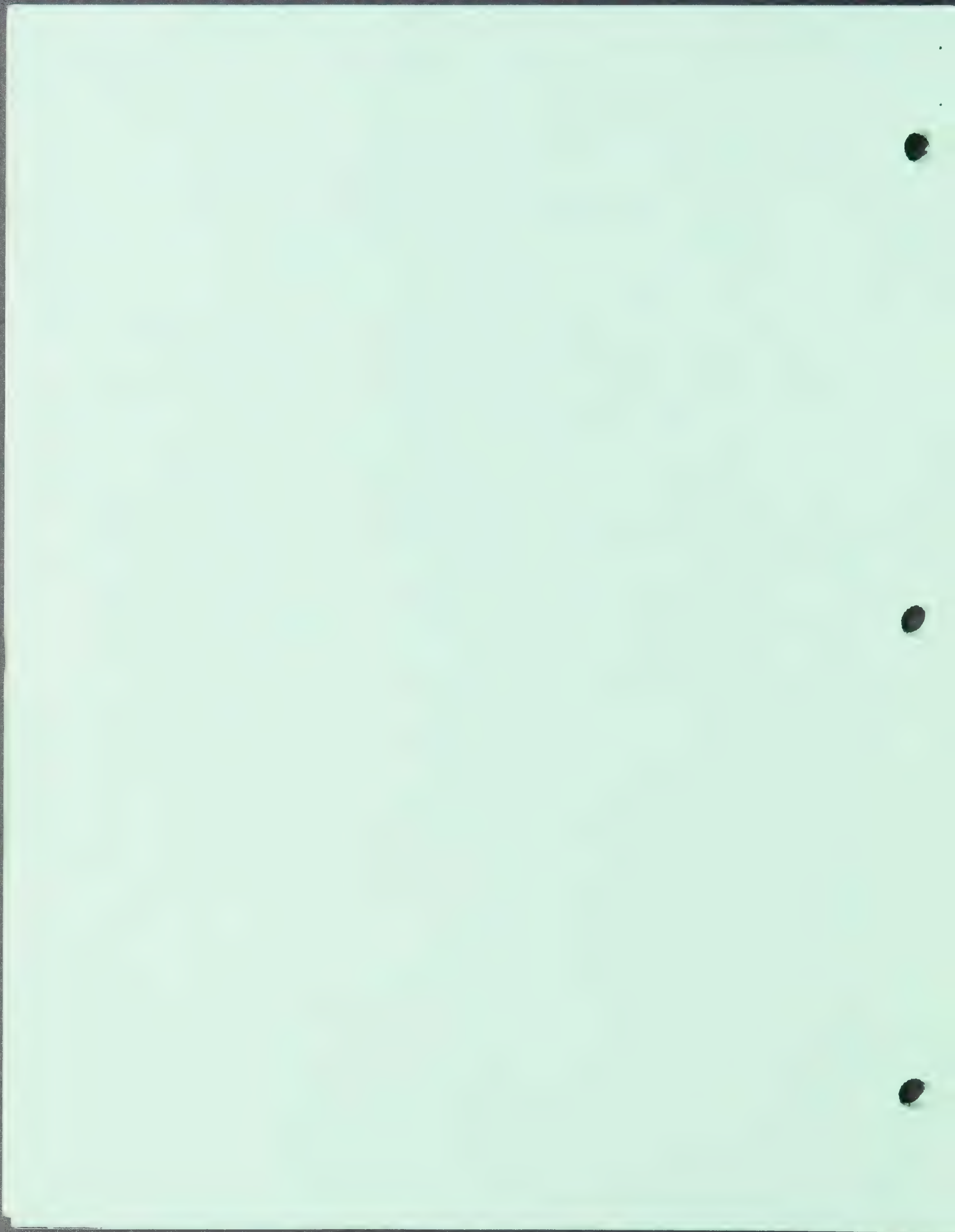
We must support education and research and development of technologies, goods and services essential to maintaining environmental quality, social and cultural values and economic growth.

### **IX International Responsibility**

We must think globally when we act locally. Global responsibility requires ecological interdependence among provinces and nations, and an obligation to accelerate the integration of environmental, social, cultural and economic goals. By working cooperatively within Canada and internationally, we can develop comprehensive and equitable solutions to problems.

### **X Global Development**

Canada should support methods that are consistent with the preceding objectives when assisting developing nations.





3(c)

Hamilton & District Council of Women

Annual Meeting March 1992

Report by Jeannette Walkem representative on

The Chairman's Task Force on Sustainable Development  
The Regional Municipality of Hamilton-Wentworth

(Editor: N.B. the first 4 paragraphs should be in italics.)

In June of 1990, Regional Chairman Reg. Whynott gathered together a group of community representatives to form a task force to begin discussions on proposals for the sustainable development policies and strategies which will become part of the Regional Official Plan for Hamilton-Wentworth.

After numerous committee and subcommittee meetings, and public consultations, the Task Force has developed a Vision Statement of how the Region of Hamilton-Wentworth would appear in 2020 when sustainable development has been achieved.

The public will have the opportunity to react to this Draft Vision Statement. The revised final Vision Statement will provide the basis for development of sustainable development policies, strategies and actions to achieve the goal of sustainable development.

Some of the ideas and their implications found in the complete Draft Vision Statement are examined here.

WHY???????????????

Sustainable development is not a choice but a necessity if we are to retain, at the very least, the standard of living which we now enjoy.

Achievement of all that sustainable development implies, will require the examination of existing regional policies, many policy changes implemented, and new policies developed. Strategies to implement these policies will need to be developed and most important of all, planned actions taken.

Much needs to be accomplished to

- prevent any new environmental damage and repair the existant damage to the environment, in conjunction with the maintenance of a diversified economic base for development of the region and employment of the residents, and
- create an accessiblity/openness which will provide the opportunity for the people of Hamilton-Wentworth region, to participate, at their optimal level, in all aspects of community life.

Henry David Thoreau's statement on the role of government, "Government is best who governs least.", could be interpreted as government's highest achievement occurs when people act in cooperation to accomplish necessary changes with minimal intervention from government.

At present this type of response appears almost impossible to achieve. For example: the Ontario building construction code related to fire safety results in the construction of safe fire retardant buildings. However, introduce the people factor and buildings are no longer safe, and fire retardant.

It is vital that the participation of people in the decision-making processes of government occur. Successful outcomes of strategies for sustainable development will depend on a "positive people factor".

People need to believe that we are "Borrowers of the Earth" and to be able to practice this belief. We do not inherit the earth from our ancestors. We borrow it from our children.

#### TOWARDS 2020

"Just how will the Region of Hamilton-Wentworth appear in the year 2020 when sustainable development is achieved?"

Of prime importance is that a sustainably developed region has been accomplished through the development of cooperation and commitment by everyone i.e. citizens, industry, labour, government, media, etcetra.

#### The People

In the year 2020 Hamilton-Wentworth Region is a community with strong shared values and a widely shared vision. People are recognized as the most important factor of the sustainable development equation.

Hamilton-Wentworth is a community that reduces inequities and maximizes opportunities for the individual to participate in achievement of community well-being and the economy.

Changes in attitude and action are seen as vital to maintenance of sustainable development and also the least costly in prevention to and repair of damage to the environment.

Alliances between groups previously at odds with each other reflect this realization and there is realization that people's willingness to act determines the success outcomes of government actions. This is reflected in the personal responsibility people take for the development of civic values in themselves and their children.



Involvement and participation, of people in development of the Regional Government strategies and decision-making processes which create the changes and improvements necessary to maintain sustainable development, is almost universal across the region.

People commitment is evident in their actions to support these strategic plans for sustainable development.

Education focuses on the relationship of sustainable development to the quality of life and promotes strong shared values among the people of Hamilton-Wentworth.

Education provides an awareness of all types of environmental offences. People act to diminish the frequency of environmental offenses.

People in the community are aware of and educated about the significance and contributions of the regions natural areas to sustainable development.

Empowerment of people through a safe, nonviolent environment, adequate income, housing, food and education, and valued roles to play in family, work and the community, allows everyone to achieve their full health potential.

People take responsibility for their own health and work together to achieve better health for all. A broadly nondiscriminatory accessibility to affordable and appropriate health care, is reflected in the achievement of optimal levels of health in the population.

The historical development of the area and a diverse multicultural population is reflected in the cultural institution and activities which make significant contributions to community life and economic health. These cultural institutions and groups generate and promote values consistent with sustainable development concepts.

People recognize prime agricultural lands within the region as valuable and irreplaceable. Family farming operations provide the major source of the population's food requirements.

#### The Government

Government's decision-making policies and strategies focus on maintenance of a vital, vibrant, vigorous community with a diverse economy, environmental concern, awareness of the impact of global events on their life, and education as a life-long learning process.

The long and short term effects of economic costs/benefits, social costs/benefits and the environmental benefits are the

concurrent foci around which decisions are made.

Politicians and bureaucrats are responsible for and committed to development, through community consultations, of actions to achieve long term goals and plans. There is region wide cooperative community planning.

The importance of ecological integrity is seen in all decisions made at the regional level and are demonstrated in the region's policies and promotion of the safeguarding of existing ecological systems and the search for remedies to ecological imbalances.

The economic agenda is established in a cooperative manner between citizens, business, industry, and government.

Strategies which promote health and quality of life are an integral part of the planning processes.

Land development, urban development planning, and decision-making processes are easily understood and open for involvement by all members of the community

#### Physical Appearance

As development and change occur, the essential character of the urban, suburban, rural, industrial, and natural areas in the Hamilton-Wentworth region is positively enhanced.

There is a range of accessible services necessary to the fundamental requirements of living. It is a region where people live longer in good health, and where disease and disability have been progressively reduced. There are safe, secure, caring and friendly living environments.

#### Natural Areas

The built environment is connected to the natural environment by a multi-use and interconnected regional "green path" system which passes through natural areas. These areas include all representative wildlife habitats in the region, and are large enough to maintain healthy, self-sustaining wildlife communities.

Natural areas are designated as "protected".

#### Rural Areas

Agricultural lands are preserved for agricultural purposes.

#### Land Development

Urban form is sensitive to people's needs, wants/desires and history.



Planning for development creates a mix of land uses.

Neighborhoods and communities are planned to respect and promote ecological integrity and energy conservation while still satisfying the human need for space, privacy and aesthetic appeal.

There are small scale integrated communities where people are able to walk to work, services, recreation etc.

People remain in their community/neighbourhood because of access to a diverse mix and range of housing types and prices..

#### Services

A well educated population is viewed as a total community responsibility.

Every community and neighbourhood has a central meeting place.

All non-hazardous domestic waste is dealt with in one's own neighbourhood/community.

A minimally polluting transportation system is accessible to all residents and is both affordable and efficient.

Streets are designed for people and pedestrian activity.

#### The Economy

The healthy economy has a broad base of environmentally responsive and diversified. industry, business and agriculture. It is the result of recognition of the need for new models of employment and work place location.

Industry has become non-polluting through development of strategies based on pollution control, reduction, prevention, waste management, and recycling.

The region is a focal point for educational and experimental programs that seek to minimize waste production and promote the economical use of resources.

There is an economically viable and environmentally sensitive agricultural community which collaborates as a full partner with urban areas of the region.

\*Note to editor the concluding paragraphs should be in italics.

This discussion includes only a sample of ideas found in the task force's complete DRAFT Vision Statement.

-6-

You are encouraged to obtain and study the complete Draft Vision Statement to provide input to the task force.

The final Vision Statement will be developed after public input, through a broad variety of consultations, has been received.

Input by attending a public meeting in March or in writing.

Specific strategies and action plans, to achieve the ideas in the Final Vision Statement, are the next steps in the ongoing development of the Sustainable Development Plan for the Region of Hamilton-Wentworth.

-30-

Dear Colleagues:

Thank you for the opportunity to represent the Local Council of Women on the task force. I have kept in mind our many resolutions and study on the environment together with those of the Provincial and National Councils of Women.

In addition, having lived in Hamilton and the regional community of Flamborough, together with the many travels and contacts throughout Hamilton and the region, has enabled me to bring the experience of both a city and a noncity dweller to the discussions.

Working with such a diverse group representing public interest, has been a valuable experience and one I won't forget.

The vision put forward of sustainable development by the people of Hamilton-Wentworth, could be that of any community.

I suggest that a copy of the report be forwarded to both the National Council of Women of Canada, and the Provincial Council of Women of Ontario.

The mandate of the task force has been extended beyond the original date of June 30, 1992 to December 31, 1992, so my final report will not be made until the 1993 annual meeting.

Once again thank you for the opportunity of being your representative on the task force. The results of their work will impact on and change all of our lives.

Sincerely

Jeannette K. Walkem  
INVICTUS SPERO



3(d)

## REGION OF HAMILTON-WENTWORTH

### - RECOMMENDATION -

**DATE:** 1992 April 2  
(730.54 3)

**REPORT TO:** Chairman and Members  
Economic Development and Planning Committee

**FROM:** Mr. J. D. Thoms  
Commissioner of Planning and Development

**SUBJECT:** Hamilton-Wentworth Official Plan Review  
Regional Interests Statement (PLA-92-041)

#### **RECOMMENDATION:**

- a) That the Regional Interests Statement attached to PLA-92-041 be accepted as the basis/framework for the preparation of policies for the revised Hamilton-Wentworth Official Plan; and
- b) That the Planning and Development Department be directed to circulate the Regional Interests Statement to the Area Municipalities, as information.

---

J. D. Thoms, M.C.I.P.  
Commissioner  
Planning & Development Department

---

A. L. Georgieff, M.C.I.P.  
Director  
Regional Planning Branch

#### **FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

N/A

## **BACKGROUND:**

The existing Hamilton-Wentworth Official Plan (HWOP) contains an introductory section, "Purpose and Scope of this Plan" which outlines the areas of Regional interest. These interests were based on trends and assumptions applicable in 1980, when the Plan was initially approved.

As part of the current HWOP Review process, the Regional interests have been revisited to determine their relevancy in the 1990's. Changes over the last decade to the Planning Act, and the economy, along with new directions and perspectives in areas of environmental protection, social services and housing, have necessitated revisions and additions to the original interests.

As a prerequisite to policy formulation, a planning staff group was established to review the structure and content of the HWOP. This group evaluated the Regional interests and prepared a new expanded set of interests, incorporating additional issue areas related to environmental, social, health, transportation, housing and community well being matters.

In addition, eight categories or topic areas were established that could eventually become individual sections for the revised HWOP:

- Settlement Patterns
- Natural Resources
- Transportation
- Physical Services
- Economic Activity
- Housing
- Community Well Being
- Cultural, Historical, Recreational Resources

Each of the categories contains an overall Regional interest statement which identifies the main regional goal/interest in the specific topic area. A series of inputs, actions or directions (Regional Roles) are outlined to indicate how the Region will establish, protect or enhance the stated Regional Interest. These roles are seen as possible guiding principles which will form the basis for the specific objectives and policies to follow.

The Regional Interests Statement has been reviewed by the HWOP Review - Advisory Group. This group includes representatives from all Regional Departments and was established to assist the Review process and in the refining of draft policies. The Advisory Group has suggested some minor revisions, which have been incorporated into the statement.

In addition, the Legal Services Department has examined the statement and indicated that they would be better able to comment on the statement when specific policies related to the interests statement are developed, later in the Review process.



Comment:

Many of the Regional interests in this statement are expansions of the existing interest areas contained in the original Official Plan. The Interests Statement is also breaking some new ground with respect to the content of the official plan. For example the section on Community Well Being may contain a series of policies on social and health issues. The Planning Act requires that regard be given to these matters and the Ministry of Municipal Affairs has suggested that these types of items could be considered for incorporation into an official plan.

Conclusion:

The Regional Interests Statement is being presented for Committee and Council's consideration as the basis or framework on which the policies of the revised HWOP will be prepared. While individual aspects of the statement will likely be subject to change as the Review progresses, the underlying principles should remain.

GW:fd  
Encl.

April 1992

## H.W.O.P. REVIEW

### Areas of Regional Interest

The Areas of Regional Interest are generally defined as:

- matters in which the Region has a direct legislated responsibility,
- matters which have been delegated to the Region by the Province,
- issues which have been identified in Provincial Policy Statements as significant and require Regional involvement,
- matters which involve more than one Area Municipality,
- areas where the Region provides a coordinating function for actions or activities, (eg. Regional task forces)
- matters where the Region can provide a specialized service, not readily available at the Area Municipal level, (eg. economic development services and new social services)
- issues identified by the Regional Chairman's Task Force on Sustainable Development as Regionally Significant and requiring Regional actions or involvement.

Regional Role is defined as an outline of the input, actions, goals and objectives needed to establish, protect or enhance the stated Regional interest.

These terms may be used in an introduction section of the revised Official Plan, to identify items of Regional Interest. A draft of the layout for this section is contained in the following pages.

The revised H.W.O.P. will be directed toward: Managing Our Resources which is a continuation of the existing theme in the H.W.O.P.

Resource management will be accomplished through Regional Interests in the following areas:

1. Settlement Patterns
2. Natural Resources
3. Transportation
4. Physical Services
5. Economic Activity
6. Housing
7. Community Well Being



## 8. Cultural, Historical, Recreational Resources

Although these potential Categories may eventually form separate components of the Plan, it is important to note that there will be many linkages between and among these elements. For example, certain transportation policies can have implications on settlement patterns, economic activity and community well being; also, the location of physical services could influence housing development and the natural environment. As a result, individual sections and/or policies should not be interpreted or implemented exclusively on their own, but must be viewed as part of the whole document and the policies' interrelationships given appropriate consideration.

Each of these major areas of Regional Interest will involve various roles the Region will take in protecting, preserving, enhancing, promoting and monitoring the main interests.

## 1. SETTLEMENT PATTERNS

### Regional Interest:

Planning for future population change and settlement in accordance with the principles of sustainable development<sup>1</sup>

### Regional Role:

- Reviewing various growth scenarios (including population targets) and development patterns to assess their social, environmental and economic impacts
- Establishing and maintaining urban/rural boundaries
- Providing direction in urban form reflecting the principles of sustainable development
- Protecting and preserving prime agricultural lands and the rural environment
- Establishing and maintaining a land use pattern which provides and promotes a harmonious relationship between the rural community and the neighbouring urban areas
- Enhancing citizen participation through open, accessible land use decision making processes

---

<sup>1</sup>Sustainable Development is defined as positive change which does not undermine the environment or social systems upon which present and future generations are dependent. This requires the integration of economic, environmental and social factors in both private and public decision making to ensure a viable future.

Principles encompass:

- fulfilment of human needs for safety, clean air and water, food, shelter, education and useful and satisfying employment;
- maintenance of ecological integrity through careful management, rehabilitation, reduction in waste and protection of diverse and important natural species and systems;
- public involvement in the definition and development of local solutions to environmental and development problems; and
- achievement of equity with the fairest possible sharing of limited resources among contemporaries and between our generation and our descendants.



## 2. NATURAL RESOURCES

### Regional Interest:

Managing natural areas and resources in a manner which respects ecological processes

### Regional Role:

- Protecting and enhancing wetlands, environmentally sensitive areas, open space links, greenways and areas of natural and scientific interest
- Protecting prime agricultural land
- Taking actions to protect and improve watersheds in the Region, including streams, groundwater, the harbour and the Lake Ontario waterfront
- Establishing environmental criteria to consider along with economic and social issues in the evaluation of public and private development initiatives
- Protecting and enhancing wildlife and their habitat
- Committing to environmental sustainability
- Promoting public education on natural resources and an environmentally conscious community actively participating to reduce or eliminate the ecological degradation of these resources
- Providing a system of natural areas and linkages throughout the Region where human recreational activities can co-exist with wildlife and natural ecological processes
- Protecting and ensuring the proper management (including rehabilitation) of aggregate resources

### 3. TRANSPORTATION

#### **Regional Interest:**

Providing for an integrated Regional transportation system which stresses easy pedestrian, transit and vehicular access to all basic needs.

#### **Regional Role:**

- Emphasis to be placed on pedestrian movements through the establishment of land use patterns which create opportunities for walking to work and other activities
- Providing a public transit system which serves Hamilton-Wentworth in an affordable, efficient and accessible way, stressing easy access to activity areas
- Providing inter-city transit/transportation connections to neighbouring communities
- Providing and maintaining Regional roads to accommodate the safe and efficient movement of people and goods
- Promoting the use of bicycles as a mode of transport as well as for recreation and the establishment and maintenance of a bikeway system throughout the Region
- Promoting the Hamilton Airport
- Recognizing the importance of Hamilton Harbour as a port facility
- Reflecting the principles of sustainable development in the planning and provision of transportation services in the Region



#### 4. PHYSICAL SERVICES

##### **Regional Interest:**

Managing water supply and waste disposal systems to efficiently serve Regional households, businesses and industry, while minimizing negative environmental impacts

##### **Regional Role:**

- Managing waste with an emphasis on minimizing the environmental impacts of waste disposal through reduction, recycling, reuse and the use of appropriate technologies
- Providing and maintaining municipal water and sewer services to developed and developing urban areas
- Promoting environmentally sensitive and waste efficient community form
- Protecting rural ground water supplies
- Monitoring private servicing systems throughout the Region

## 5. ECONOMIC ACTIVITY

### Regional Interest:

Promoting and enhancing economic activities which respect and augment the human, built and natural resources of our community

### Regional Role:

- Developing and implementing an economic strategy
- Identifying and generating appropriate opportunities for job creation
- Promoting economic revitalization (including redeveloping older industrial areas), diversification and labour force development (especially skills development and employment opportunities for the disabled and disadvantaged)
- Promoting energy efficiency and conservation as well as pollution control
- Enhancing waterfront development related to such activities as tourism and recreation
- Promoting the Airport
- Promoting agricultural viability, family farming, sustainable farming practices and creating economic situations whereby the farming community is able to provide local produce to the neighbouring urban areas within this Region



## 6. HOUSING

### **Regional Interest:**

Planning for the provision of housing which meets the needs of the diversity of households throughout the Region

### **Regional Role:**

- Establishing the implementing targets for a variety and mix of housing types and targets for affordable housing, with concern for equitable distribution across the Region
- Monitoring housing development within the Region and reacting to identified changes in housing trends/market
- Encouraging coordination amongst housing groups and agencies within the Region to ensure that the full range of special needs housing is addressed
- Fostering innovative housing developments throughout the Region
- Utilizing the Provincially Delegated Approval Authorities on Official Plan Amendments and Plans of Subdivision to ensure that housing targets, mix and distribution are fulfilled

## 7. COMMUNITY WELL BEING

### **Regional Interest:**

Addressing social, health and economic inequities and providing opportunities for individual and community well being.

### **Regional Role:**

- Providing financial and other support to single parents, unemployed persons, the elderly and disadvantaged individuals
- Providing financial and other resources to community support groups
- Delivering and promoting public health programs directed at preventing disease and disability, and increasing individual well being
- Developing and implementing plans to prevent and respond to emergencies which threaten human health
- Ensuring appropriate public participation in setting community goals
- Promoting settlement patterns and community/neighbourhood design sensitive to the environmental, economic, social and safety needs of the people residing in these areas, with emphasis on social/cultural interaction and mixing
- Ensuring the provision of appropriate educational opportunities and institutional services throughout the Region
- Promoting coordination, efficiency and accessibility to all levels of governments and their services



## 8. CULTURAL, HISTORICAL AND RECREATIONAL RESOURCES

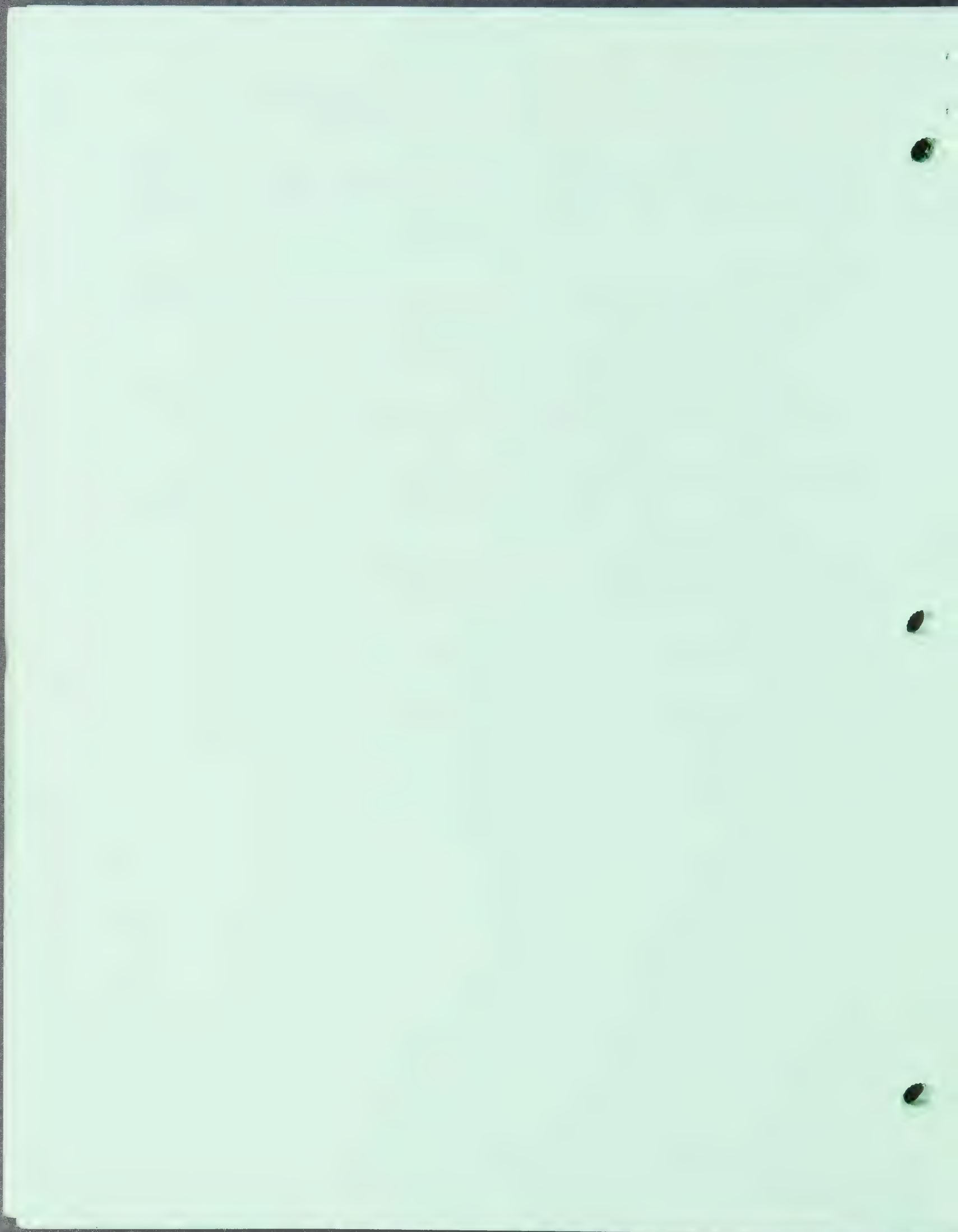
### **Regional Interest:**

Supporting, promoting and enhancing the cultural, recreational and historical resources of the Region

### **Regional Role:**

- Providing support where feasible to public agencies involved in cultural, historical and recreational activities
- Managing and promoting Regionally owned resources
- Establishing, as part of a Region-wide greenway system, links between the rural-open countryside and the urban areas
- Coordinating open space/park activities between Area Municipalities
- Fostering increased public access to the waterfront around the harbour and the Lake Ontario shoreline
- Protecting significant archaeological features within the Region

c:\w\reports\pla92041





3(e).

A Public Lecture  
by Andres Duany

# Neotraditional Neighbourhood Design

Over the last decade, the firm of Andres Duany and Elizabeth Plater-Zyberk, Townplanners, has been at the forefront of a growing new movement in community design which rejects the principles of conventional postwar suburban planning. Their new approach embraces a return to urban design principles reflected in prewar townplanning practices, to produce more compact, sustainable, walkable, mixed-use communities. The Neotraditional model is gaining increasing attention as an alternative urban planning framework for Ontario communities.

Wednesday, April 22nd, 1992 at 7:30 PM  
Theatre of the Arts, Modern Languages Bldg, University of Waterloo  
Tickets: \$10 (\$5 for students/the unwaged)

For information or tickets phone Continuing Education, University of Waterloo at (519) 888-4002. Tickets will be available at the door on a first-come, first-served basis.





URBAN/MUNICIPAL

CA3 ON HW A25  
A355  
1992

URBAN MUNICIPAL

Ruth Greenwood  
Hamilton Public Library  
2nd Fl., 55 York Blvd  
Hamilton, Ontario  
L8R 3K1

SUS

GOV. DOCUMENTS

## CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

### A G E N D A

**DATE:** Wednesday, May 13, 1992  
**TIME:** 7:00 o'clock p.m.  
**PLACE:** 15th Floor Committee Room, Regional Offices

#### 1. GENERAL

- a) **Declaration of Interest:** Municipal Conflict of Interest Act
- b) **Minute of Chairman's Task Force on Sustainable Development Meeting - April 15, 1992**
- c) **Purpose of the Meeting**
  - To discuss the Draft Vision 2020 in light of community response, and to approve the final vision for presentation to the Economic Development and Planning Committee.
- c) **Chairman's remarks**

#### 2. BUSINESS ITEMS

##### 2.1 Discussion and Preparation of Final Vision 2020 (attachments)

**Note:** Please come prepared to develop and approve the final wording of Vision 2020 for presentation to the Economic Development and Planning Committee on Monday, June 8, 1992.

**Note:** Jeb Brugland's article "Local Government Decision-Making in Times of Ecological Change" can be found in the December 11, 1991 Agenda.

Time allotted 7:00 - ? p.m.

**3. FOR THE INFORMATION OF THE TASK FORCE**

- a) Opinion on Plan Winnipeg vision "Toward 2010"
- b) Written submissions received on Vision 2020
- c) Letter from Jeanette Walkem

**4. OTHER BUSINESS**

- 4.1 Overview of cover report for presentation on June 8, 1992 (to be distributed at meeting)
- 4.2 Schedule special meeting to prepare for presentation of Vision 2020 to the Economic Development and Planning Committee

**5. ADJOURNMENT**



16)

## MINUTES OF THE CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

The Chairman's Task Force on Sustainable Development met at 7:00 p.m. on Wednesday, April 15, 1992, in the 15th Floor, Committee Room, Regional Offices.

**Present:** Chairman (Councillor) D. Ross  
Vice-Chairman J. McCulloch  
P. Ashenhurst, Dr. S. French, R. Korol, J. McDonald,  
J. Michaluk, G. Simmons

**Absent with regrets:** S. Adam, M. Boyak, H. Jardine, B. McHattie, J. Nriagu,  
G. Smuk

**Also Present:** M. Bekkering, M. Hornell, B. Pearce, B. Poland, M. Emo -  
District Health Council, K. Pidsadny

1. a) **Declaration of Interest re: Municipal Conflict of Interest Act: (None)**
- b) **Minutes** of Chairman's Task Force on Sustainable Development Committee Meeting of March 4, 1992  
(French/MacDonald) be adopted as presented.  

**CARRIED**
- c) **Purpose of Meeting**
  - To discuss the Sustainable Development Demonstration Project Criteria
  - To discuss the Draft Vision 2020 in light of community response

## 2. BUSINESS ITEMS

### 2.1 Sustainable Development Demonstration Project Criteria

B. Korol updated members on the work completed by the subcommittee on possible demonstration project criteria in Hamilton-Wentworth. A project evaluation scheme was applied to two Regional projects, The Sewer Monitor Use Programme and the Blue Box Programme. The two projects were analyzed in matrix form and the results were presented to members.

The project evaluation scheme addresses the following criteria:

- a) Integration
- b) Elegance
- c) Recycling
- d) Functionability
- e) Adaptability
- f) Diversity
- g) Synergy
- h) Carrying Capacity
- i) Negative Feedback
- j) Anticipation and Prevention
- k) Full Cost Accounting
- l) Informed Decision Making
- m) Living Off The Interest
- n) Quality of Development
- o) Respect For Nature, and Rights of Future Generations

It was understood that this criteria would be applied to certain programmes/projects and not all.

Chairman Ross suggested that each of the subcommittee groups peruse and comment on these evaluation criteria and report back to this Task Force on their findings.

## **2.2 Chairperson Reports on Implementation Team Progress**

Each member reported on the progress made to date from each of the implementation teams.

It was suggested that the final reports should be as clear and concise as possible and kept to a minimum.

## **2.3 Draft Vision 2020**

Due to the time frame, it was agreed that the meeting of May 13, 1992 would strictly address the Draft Vision Statement 2020.



2.4 Membership Changes

(Michaluk/Koral)

- a) That the resignations of Councillors T. Cooke and D. Wilson, and citizen member L. Goshgarian, due to conflicting work schedule, be accepted with regrets.
- b) That the Terms of Reference, respecting committee membership, be amended to reflect a total of 15 members. **CARRIED**

**Note:** Members agreed that there would not be a need for replacing vacancies at this point in time.

3. FOR THE INFORMATION OF THE TASK FORCE

That the following items be received:

- a) Overhead copies from Dr. Hudspith's presentation on March 2, 1992
- b) National Round Table Objectives for Sustainable Development
- c) Report to the Hamilton and District Council of Women Annual Meeting, March 1992 by Jeannette Walkem
- d) Regional Official Plan Review, proposed Interest Statement. Comments welcome
- e) Public Lecture by Andres Duany on Neotraditional Neighbourhood Design, April 22, 1992

4. OTHER BUSINESS

Next meeting: Wednesday, May 13, 1992

Agenda Items: Continue with Review of Vision 2020

**Regional Chairman's Task Force  
On Sustainable Development**

**Minutes**

**April 15, 1992**

**5. ADJOURNMENT**

The meeting adjourned at 9:30 p.m.

---

Chairman

---

Secretary



2.1

# MEMORANDUM

PLANNING & DEVELOPMENT DEPARTMENT  
STRATEGIC PLANNING

Date: May 6, 1992

File:

To: Members, Task Force on  
Sustainable Development

From: Mark Hornell

Ext. 2195

Re: **Public Input on Vision 2020**

---

Attached is a list of the main points raised in written submissions on the draft vision statement. Some of the points deal with visionary issues and others are more specifically about points of implementation. This list will be given to all the implementation teams for their information. For the purposes of the vision statement, it would be worthwhile to concentrate on those points that are visionary in nature, leaving the specific points of action for the implementation teams.

April 29, 1992

764.91.8

**Main Points and Suggestions Regarding  
Vision 2020 Raised in Public Submissions**

Need to take certain actions now.

Need to eliminate sources of pollution.

Need to elect politicians with the willpower to make real change.

Leave Red Hill valley as a natural area: double deck highway 20/Centennial Drive as an alternative.

Set up repair depots to recycle durable goods.

Make sprinkler systems mandatory in all buildings.

Bring water via pipeline from Lake Erie and generate hydro power at escarpment turbines.

Practice pro-active public participation.

Break up ugly industrial areas with green space.

Need action, not daydreams.

Need for political commitment.

Need specifics, not bland generalities.

Include idea of material recycling.

Include statement: "Educational institutions are integrated into the community with increased vocational training, research and self-improvement for all".

Include statement: "Material re-use and recycling is central to industrial operations".

Need specifics, too many generalities, need practical solutions.

Who (and how) pays for the vision?

Need to retain/preserve the family farm.

Vision is inept, smarmy, airy-fairy pap.



Include the statement: "All citizens have opportunity and encouragement to participate in the arts both as audience and through personal creativity".

Need strong statements of support for farm viability.

Change terminology to say "people with disabilities".

Does the vision include taxes?

Industries do not produce wealth; we borrow it from the earth.

Need to institute full cost accounting.

How do we achieve integration of home and work with 60 years of land use segregation behind us?

Need an integrated transportation system as a first priority.

Need to educate people to take responsibility for their own health.

Need to learn to want less and to share more.

Need to address the problem of not enough jobs for people who need income; resurrect the idea of a guaranteed annual income.

We aren't serious about preserving forest land.

Need to encourage the use of native plants that don't need pesticides/fertilizers as domestic ground cover.

Seek vision and advice from Region's native elders.

If we leave God out of the picture, we won't succeed.

Stop promoting Hamilton Civic Airport.

Need a clear statement of purpose: "Our ambition, as caring people, is to make Hamilton-Wentworth by 2020, the best place in the world to live in harmony".

Vision should include a commitment to end racial discrimination, to have our workplaces reflect the gender, age, linguistic, cultural and racial diversity of our community, to narrow the gap between the rich and poor, to reduce the negative stigma faced by ex-offenders, to expand the range of housing types so that no one

must sleep on the street, and to recognize that women's unpaid work in the home is an extremely valuable contribution to the health of our community.

State the values of social equity, sustainability and empowerment clearly:

Women and men are encourage to actively choose opportunities presented to them without restriction from past stereotypes.

People of diverse racial, cultural and linguistic backgrounds participate in all dimensions of community life including paid employment, volunteer work, and recreational activities, to name but a few, with confidence and a sense of security.

Children, women and men of all ages do not live in fear of abuse, isolation or poverty.

New jobs created for people today are safe, meaningful, economically rewarding, and adaptable overtime so they never become "lost jobs", but rather "different jobs".

Industries developed today do not compromise the air, land, or water quality of our future community.

Neighbourhood people are involved at the very beginning of a land use initiative, not after a draft report has been developed; their voices are viewed as important contributions to the process.

Clients of a particular social service organization are involved in the ongoing evaluation of services and staff functions.

Men and women are involved in all decisions affecting their working conditions.

Establish an ongoing mechanism, answering to the Regional Chairman, and supported by volunteers, to keep the s.d. initiative going.

The vision should reflect the importance of Hamilton's central area as the Regional Centre.

The purpose and goals of Hamilton's Central Area Plan should be reflected in the vision statement.

Include principles of citizen participation in the vision



statement.

Vision should focus on job creation.

The vision does not give priority to people; the disadvantaged and disabled need to be included in the vision.

The vision needs to be tied more to present reality.

Vision 2020 does not address the issue of a society with less than perfect people.

A moral and spiritual emphasis will be required to produce the attitudes necessary for the vision; need to include values education, place of the "faith community", God.

The preservation of planetary life support systems must be priority one.

Establish a permanent environmental advisory committee.

We need to extend a network of natural areas into urban areas

Encourage people to set aside natural areas on their property.

Encourage environmental landscaping.

People need to be continuously involved in the decision-making process required to implement the vision.

Need to establish an ongoing process to implement the vision.

Need to understand land ownership as land stewardship.

It is necessary to consider issues outside the Region that affect our future.

Vision should note that the harbour is a major resource for industry and an essential part of the sewage treatment system.

Vision should recognize the Hamilton Harbour Remedial Action Plan as a blueprint for the sustainable development of the harbour.

Vision should note the importance of downtown Hamilton as an economic anchor.

Need to recognize the presence of the Escarpment as a major

determinant of community form and movement.

Vision needs to ensure that basic necessities of life are provided.

The vision does not allow for individual choice and change or a means by which people shape their environment in a constructive manner.

More attention could be paid to the skills, strengths and capacities of people in the region to help form a caring community.

Need to elaborate a detailed plan.

The government, policing and the courts are missing from the vision.

Need to adopt a region wide social charter.

Need to define clearly the roles of major institutions and sectors.

Education must be a main pillar of the vision.

Population of 500,000 is too low given our current population is already 450,000.

How fresh is fresh air, and how clean are clean streams?

Does the cherishing of all living things mean that hunting and/or fishing is banned?

The term "industries" should be replaced with "business" to reflect all economic sectors.

Recreation and wildlife are not always compatible.

Statements on heritage are too vague.

More authority is needed from the Province to preserve green corridors.

It may be very expensive to assemble private property along the lakeshore and bayshore.

It is doubtful that commuting will ever cease.

What will be the cost of police to ensure a safe public realm at all times?



Section on getting around ignores the transport of goods. Region's role as a transportation hub should be highlighted. Need to address airport and marine transportation.

More efficiently operated social and community services may be contrary to the concept of universality.

Major changes in agricultural support policies are required to keep farms competitive.

All adults, not just young adults, should be able to find employment.

Day care should not be mandated.

Job sharing and work at home may have negative effects on productivity.

What revenues will be generated from preserved forested areas and harbour clean up?

Need to understand what the vision's underlying values, principles and priorities are and how they will guide decision making.

Vision lacks a process to allow active participation by all. Vision is not just an outcome but a process. Need to distribute decision-making power more widely in the community; support concept of affirmative action in community decision making.

Task Force should concentrate on 5 priorities:

- how wealth is generated and distributed
- how children and adults learn basic skills including the ability to think flexibly
- strategies for building linkages between education and employment
- developing targets and time lines in all areas
- consolidating regional development while constantly monitoring provincial, national and global trends

Areas not well addressed include: gender disparity, disability, children, employment hazards, violence against women.

Vision must be an economic development plan; it does not address existing economic realities.

Need to outline our strategic advantages, realistically examine our existing strengths and weaknesses, and how best to market those.

Need to promote fact that healthy communities attract economic development.

All issues integral to work need to be examined.

The vision builds a wall around H-W and doesn't take into account provincial, national, and international trends, e.g.: free trade.

The language must be strong and clear.

Have to ensure that central city neighbourhoods do not become low income ghettos.

People are cynical because they see back room manoeuvres remove them from effective involvement in the process.

Should treat vision as an iterative loop which sets guiding principles.

Need to build on strength: e.g. steel industry.

Need to be innovative about employment practices; need to recognize the workplace as a potentially healthful environment.

Should include agricultural issues such as land stewardship, sustaining affordable food sources, freezing land to protect agricultural potential.

Vision appears to operate in a vacuum.

Social and fiscal cost of the vision is not addressed.

Vision assumes a complete reversal of entrenched trends in H-W; how will these trends be reversed?

Vision ignores how we align our behaviour with our beliefs.

New government structure is not clear.

Placed in context of global warming, ozone depletion and overpopulation, vision reads like a fairy tale.

Vision must get across the seriousness of the environmental crisis.



We do not have to wait until 2020 for a system of protected natural areas and greenways, it is within our grasp now.

By 2020 we must have much higher objectives: the elimination of the most artificial landscapes like lawns and their replacement with natural environments amenable to other species besides humans; the total elimination of waste, with massive reductions in consumption accompanied by the reuse or recycling of everything else; the virtual elimination of all forms of non-renewable energy.

Plans for expressway and perimeter road fly in face of sustainable development.

Task Force should study how much space is devoted to the automobile in H-W.

The private automobile is at the very centre of every pollution problem facing the region.

Although the structure of our economy and society seem to have made the private automobile a necessity, it should be remembered that even our grandparents were able to lead their lives without one. This problem is only 60 to 70 years old.

Every year in Hamilton-Wentworth we hear that the public transit system receives a subsidy of \$17 or \$18 million, but no one ever describes the \$209 million earmarked in the next five years for the expressway as a subsidy of car drivers.

The more we subsidize automobiles, the more we will be forced to subsidize public transit.

If trucking companies were forced to pay a realistic price for the use of public roads, the inherently more efficient rail sector (which has to build and maintain its own arteries) would easily out compete them.

10



## Vision 2020: The Sustainable Region

### An Overview

In the year 2020, Hamilton-Wentworth is home to approximately 1/2 million people, living in a region made up of compact urban core areas, surrounded by a rural landscape that includes productive farms, hamlets and a continuous network of natural areas.

We are an environmentally conscious community where the existence of all living things is cherished and where all can breathe fresh air, swim in clean streams and lakes and have ample opportunity to observe and experience the wonders of the natural world.

We are an economically, socially and culturally diverse community that encourages opportunities for individuals, reduces inequities and ensures full participation for all in community life.

We are a caring community that gives opportunity and support to all its members, including children, the aged, the physically and mentally challenged, immigrants and refugees. People live longer in good health.

Finally, we are a vibrant, vigorous community which builds on existing strengths and attracts wealth producing industries that work in partnership with government and the community to create a diverse, sustainable economy. Economic growth incorporates non-polluting, energy efficient and environmentally friendly industries, including traditional manufacturing industries that have been supported and helped to become environmentally sustainable. Industry, government and labour have great capacity for innovation in response to global economic change.

### The Landscape

The health and beauty of the countryside and townscapes are a source of great civic pride. A protected system of natural areas threads throughout the region, preserving and improving our natural heritage. This system of natural areas and connecting corridors allows wildlife to migrate, enhancing their chances of reproducing and finding food and shelter. A recreational greenway gives residents access to this system of natural areas, in ways that do not threaten ecological processes. Recreation and the needs of wildlife for a protected habitat co-exist.

As a community, we cherish a clean, healthy environment and work to prevent ecological degradation. Waste-reduction, energy-efficiency and respect for ecological systems characterize all aspects of community life and decision making, including government, business and industry. Citizens abide by environmental laws and regulations and help educate each other on ways of living in harmony with the natural world. We are a model for other communities in the way in which we integrate short-term economic benefits, long-term environmental and social costs, and indirect economic costs in our evaluation of public and private initiatives.

### Our Communities

Urban areas are laid out, and individual buildings designed and located, in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Urban development occurs within firm boundaries. Green



corridors bring nature into the city, giving people easy and convenient access to the open countryside, natural areas and continuous public open space along the bayshore and lakeshore. Our neighbourhoods are models of energy-efficiency, waste-reduction and respect for nature. Human needs for space, privacy, safety, and aesthetic appeal are fulfilled.

In the year 2020, we know our neighbours. We live in communities and neighbourhoods together with people of all ages and walks of life. Different kinds of activities and land uses are mixed closely together, so that we can walk to meet our daily needs for work, recreation and other services. Each neighbourhood has a central gathering place where essential services such as shopping, health care, education and recreation are clustered around an attractive, car-free common open space. This gives everyone an opportunity to participate in all aspects of community life. Each neighbourhood has a full range of housing types and prices allowing people to live in their communities throughout their lives. This is true also for former suburban industrial-business parks, which have been re-developed with homes and other activities mixed in with workplaces.

Hamilton-Wentworth is a warm and friendly place where people actively care for their community and are concerned for one another's welfare. The streets and public areas are safe at all times. Neighbourhoods have strong local identity. Residents actively participate in community life, to a large extent, controlling the pace and design of change. The decision-making process is easily understood and open to involvement by all. Politicians and public employees take the actions needed to achieve long-term community plans.

### **Getting Around**

An integrated public transportation system serves the entire region in an affordable, efficient, and accessible way. Clean forms of transportation predominate. Public streets are designed and managed (including signals and regulations) to accommodate comfortably and safely, public transit, cyclists, pedestrians and automobiles as complementary forms of transportation. The integrated transportation system gives access to all basic needs. Public transit provides all citizens with easy access to activity areas, as well as to neighbouring communities and cities via convenient and frequent inter-urban transit. Most people can walk or cycle to work because jobs and housing are near one another. Major roads have minimal noise and pollution impacts on adjacent lands, and follow routes that cause little damage to the natural and human environment.

### **Quality of Life**

In the year 2020, disease and disability are being progressively reduced. All of us achieve our full potential in a safe, non-violent environment. Everyone has adequate food, shelter, income and education. Everyone has a valued role to play in family, work and community. We have access to affordable and appropriate health care, regardless of geography, income, age, gender, or cultural background. Cultural institutions and activities are recognized and supported for their contribution to community life and economic health. Cultural institutions reflect our historical development and the contributions of our diverse population.

All of us take responsibility for our health, citizenship and public decision-making. As citizens, we are active participants in cooperative, region-wide community planning.



Government is coordinated, efficient and easily accessible. A well-educated, literate population is seen as a total community responsibility. Schools are leaders in effective learning and excellence in teaching. Lifelong learning is valued and supported across the community. All citizens are knowledgeable about sustainable development and quality of life issues. Our cultural institutions and groups advocate values consistent with environmental sustainability. Educational institutions instill sustainable values and citizens pursue sustainable lifestyles.

## **Livelihood**

A stable, flexible economy is achieved through the effective use and development of all community resources. This means not only land, capital equipment, and community services, but the continued improvement and retention of a skilled workforce. Economic strategies, set through a cooperative process involving citizens, industry, government, education and labour, include effective job-training and re-training programmes. Young adults find employment opportunities in the region.

The region is home to numerous firms that carry out research and development and manufacture in sustainable economic sectors. Successful companies are characterized by high production quality and worker productivity, and innovative employment practices such as on-site daycare, jobsharing, work-at-home arrangements, and cooperative, community-based job creation. These companies provide a solid tax base for the region. Business and industry actively participate with government in advanced skill training programmes, including programmes designed to enhance employment accessibility for the physically and mentally challenged. Firms are at the forefront of energy efficiency; and pollution control and prevention.

Hamilton-Wentworth is now home to a whole new economic sector based on the natural resources of the region. Burlington Bay is a base for nature-oriented tourism and recreation, that includes the Niagara Escarpment, waterfalls and Carolinian forest areas of the region. The harbour is a vibrant centrepiece for the community and is accessible, clean, and humming with diversity. Recreation co-exists with use of the harbour as an essential marine transportation link.

Agriculture, now considered a strategic community resource, is a vibrant part of the regional economy, which makes a valued contribution to our overall quality of life. The farming community is economically viable and environmentally sensitive, capable of supporting family farming operations that are competitive internationally. The farming community is in harmony with neighbouring urban areas using clean, organic urban waste to enhance the soil. Prime agricultural land is recognized by all citizens as irreplaceable and strong policies and programs ensure its continued use for food production. Moreover, agricultural soils are continuously improved through the widespread use of sustainable farm practices. Vacation farming ensures an enhanced profile for local agriculture.

## **Is This Your Vision?**

As you read **Vision 2020** think about what type of community you would like Hamilton-Wentworth to be thirty years from now. Does Vision 2020 match your vision of the future? What is missing? What should be changed or improved? We invite you to make your comments and views known to the Task Force.





makes it almost impossible for the Inner City to maintain its 20% representation on City Council.

Although the Commission quotes the IUS report to support its decision to make a ward split by the Red River in the south of Winnipeg, the Commission totally ignored the IUS report's contention that only the one southern ward should be split by a river. The Commission's proposal has three other wards split by the Assiniboine River. Two of these wards combine downtown areas of the Inner City with the suburban River Heights/Fort Rouge area. Residents of these Inner City areas are too few to effectively promote Inner City concerns, with a City Councillor elected by the majority of the ward's residents living in River Heights or Fort Rouge.

The Commission's proposal has only one ward with more than two thirds of the residents living in the Inner City. The Inner City, which could easily have been divided into three wards, is spread over five wards, effectively diluting representation of its concerns on City Council. Voting patterns from the last municipal election suggest that the suburban areas of these wards will have a higher voter turnout and thus control the election of the City Councillor.

The Commission's final report ignores both the Ross Committee recommendations and the publicly stated wish of many Winnipeggers to provide for a strong Inner City voice when redrawing Winnipeg's municipal boundaries. Of the five proposals presented by the Commission, only Interim Report Proposal 1 gave the Inner City three seats on City Council. The Commission's final proposal bears a striking resemblance to Proposal 1, but the Commission would have better served the interests of the Inner City had it not made the small but destructive changes that produced their final ward boundary proposal. If the final report is allowed to stand unchanged, the voice of the Inner City will be reduced to a whisper and that would not be in the best interests of the City of Winnipeg.

A copy of the report *Redrawing Winnipeg's Municipal Boundaries 1991: An Inner City Focus* by Herb Koehl (Report 21) is available from the Institute of Urban Studies for \$8.56 + \$3.00 postage & handling (inclusive of G.S.T.). All orders MUST be prepaid by cheque or money order (use order form, this issue, p. 7).

## OPINION

### Commentary on Plan Winnipeg: Toward 2010

Dr. Timothy Ball  
Department of Geography  
The University of Winnipeg



Peter Tittenberger

Review '92 - Plan Winnipeg: Toward 2010 - "Perimeter Vision?"

I hope the Winnipeg that emerges from *Plan Winnipeg: Toward 2010* has as many open spaces as the published report. There are 135 pages with print confined to less than one third of each sheet. Remove the large headings, logo, and the broad black bar at the bottom of each page and there is very little print left. Enclose the whole in an insipid yellow, purple and grey cover, and you have an uninspiring document. Unfortunately, it is a document that is supposed to inspire. It is a statement by City Councillors of their vision for Winnipeg into the next century.

The difficulty with vision statements is that they are often merely a compendium of clichés. How do you prepare a document that is going to take hold of the public imagination? More important, how do you make it convincing?

We live in a dynamic world. We know that change is constant and sur-

prisingly rapid, therefore any long-term plan that is static is doomed to failure. Review is required every five years, but that does not address the problem. The plan must be flexible within fundamental limits. This plan fails to identify those limits or even acknowledge that they exist.

Provincial Urban Affairs Minister Jim Ernst is quoted as saying, "I thought it was a little light on the meat. At least they should describe in some detail what you're going to do." In general, I agree with his comments, but having attempted to produce visionary documents, I know it is a difficult task.

Chair of the *Plan Winnipeg* committee, Councillor Ernie Gilroy, noted, "The problem we have with the province is they're often asking not to include detail and then turn around and ask for detail." Again, I agree. As a member of the Forks Heritage Advisory Committee, I heard the same people complain there was no plan



and later criticize the Corporation for having one. The problem is that they may be right in both instances. Lack of a plan is better than a poor or ill-conceived one.

*Plan Winnipeg: Toward 2010* has some good points, but overall it is an ill-conceived vision. Jim Ernst wanted to see more of the mechanisms. The problem is, that begs the question. A visionary statement need not spell out the mechanisms. The issue arises because we lack confidence in the entire proposal.

How can a document that charts the future of the City ignore history, the evolving economic adjustments, or the surrounding province? "Perimeter vision" is a phrase used by rural Manitobans; it describes the distance that Winnipeggers can see. This document illustrates that they are correct.

There is no general context for the proposals. They exist in a vacuum

removed from the realities of the surrounding province, country and world. How can a city so dependent on agriculture divorce itself from the almost immediate impacts of the Free Trade Agreement? How can a city built around transportation from the fur trade to the railway, concern itself only with the airport, which will always be a minor facility? How can a city ignore the decline of the warehouse function for Western Canada? This is a plan of leaders who live within the perimeter, with all the inward, narrow vision that this implies.

The leaders are not alone. Winnipeggers also reflect this narrow inward vision. I served on the Environmental Stewardship Focus Group. We had to list ideas to address environmental issues. I had a list of 27 constructive ideas, and was still adding items when time was called.

Few others had more than 5 or 6 on their list, even fewer were constructive. There was a general lack of imagination or vision in the discussions that ensued. We were required to reduce our lists by prioritizing. As a result, most ideas did not reach those actually charged with prioritizing.

Ironically, a vision has credibility only if it recognizes the realities. The failure to provide a general context indicates a lack of understanding of these realities. Thus, Jim Ernst's call for detail arises from his experience that any vision is only as workable as the limits set by the realities. This does not mean that the vision must be narrow or limited. It can be adventurous and imaginative, but it must also fit the character of its people and their changing social, economic and physical environment. *Plan Winnipeg: Toward 2000* does not achieve that objective.

## THE EVOLUTION OF NORTHERN HOUSING POLICY

The development of a specifically Northern Housing Policy is a fairly recent occurrence. Government housing policy, from as early as the 1938 Dominion Housing Act, was intended to apply to all regions equally. However, different circumstances in the North dictated the need for different policy structures that were not in place prior to World War II and have only evolved very slowly since then. Differences in the North include: environmental features such as climate, distances, and in some areas the lack of building materials; the different and diverse features of culture; the absence of a functioning market in nearly all centres; different jurisdictional arrangements; and, Native land claims. However, for a variety of reasons, including the lack of an adequate data base and the Southern orientation of policy makers, these differences have not always been reflected in policy, and "Northern Policy" has often been described as inadequate, dysfunctional, and worthless. It is only since the 1950s that features of Canadian housing policy can be identified as truly Northern.

The post World War II Northern expansion boom established an awareness of the desperate housing conditions and the abject poverty that were characteristic of the North. Not only

were living conditions less than tolerable, they were negatively affecting the general health of the population in many areas. Awareness of these desperate circumstances helped to initiate the beginning of a truly Northern housing policy, and since that time this policy has passed through at least three evolutionary stages. The first stage, initiated in the 1950s, was based on what can best be described as a social welfare philosophy utilizing "quick-fix" remedies to address the very poor housing conditions. Governments, in their haste to focus on improving the deplorable housing conditions, introduced programs which contained few, if any, long-term objectives or planning initiatives that were particularly sensitive to Northern needs.

Characteristic of the quick-fix methods of this period was the Eskimo Home Loan Program. Under this program, one-bedroom, 26-metre square units were built in the South, shipped North and sold to Eskimo families. The units were too small, the quality of construction was poor, sanitation facilities were inadequate and the heating systems totally inappropriate for the Northern environment. The concept of a purchase program was also totally inappropriate. The families had neither the financial capacity to handle

mortgage payments, nor did they understand the program intricacies such as the need for regular monthly payments. The dwellings only served to exacerbate the problems of sub-standard housing in the North, and the families quickly fell into arrears.

Another initiative of this era was associated with a policy of establishing growth-centred communities, in which housing and services would be concentrated better to meet the needs of the people. Residents in small, often remote, communities were relocated to these target growth centres. The underlying goal was to provide them with improved housing and other services and amenities of a modern society. However, the relocated residents were seldom integrated into the communities. Most ended up in segregated areas of sub-standard temporary dwellings, not suitable for long-term occupancy. The fact that basic services available to these relocated residents were not substantially improved relative to the situation in their original communities only added to the aggravation created by the poor housing conditions and the disruption of relocation.

Initiatives during the first stage did not substantially improve living conditions, as they failed to recognize the unique needs and circumstances of



3 b

Written Submissions Received on Vision 2020





3(c) APR 9 1992

Councillor Don Ross, Chairperson  
Regional Task Force on Sustainable Development

April 8, 1992

Dear Don:

Last Saturday I attended a conference on International Law and spent time in the workshop on International Environmental Law.

The main problem with enacting, implementing and enforcing International Environmental Law is that responsibility and planning is so very fragmented. No wonder we find ourselves in such an environmental mess today!

It is easy to extrapolate this finding down through the various levels of government and land on the doorstep of the Sustainable Development Task Force.

Although we have made steps toward co-ordinated planning we haven't achieved near an optimal level.

Many of the recommendations developed at the subcommittee level are directly linked to work of other committee(s). In the past, the point where we have linked up the subcommittees' work is at or near completion.

I would like to suggest that at the mid point and also just prior to completion of work by the subcommittees that a meeting or meetings be held at the task force level, to exchange information and feed into each other's committee work.

I know this would mean extra meetings but the potential benefits warrant holding these meetings. Prior to these meetings a draft of each subcommittee's work up to that point would be circulated to task force members to identify interrelated issues and recommendations.

In addition, keep in mind our response to what we have heard from the public re the vision statement has resulted in the building of expectations about concrete recommendations in our final report to council.

Thus I have put together the following thoughts:

Our central focus is working to achieve sustainable development.

We have developed goals for the task force but what we haven't developed is a positioning plan.

By positioning plan. I refer to the type of plan that every successful business or service organization has developed.

Business success is measured by repeat client business and customer loyalty but first they must get the clients in the door.

A good positioning plan attracts and keeps clients.

A successful positioning plan influences client attitude and action.

We could use this type of plan to gain acceptance of proposals and influence the actions necessary to the success of the proposals.

So.....

Fragmentation of planning is one of the main barriers to successful and cost effective achievement of sustainable development.

In order to achieve sustainable development it will take the co-ordinated efforts of EVERYONE!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!.

Develop a sustainable development positioning plan to influence actions and attitude change which will move towards achievement of sustainable development.

The positioning plan must:

1. be PEOPLE SENSITIVE

- a. demonstrate that they can participate both in actions and change-that success cannot be achieved without them. e.g.

"The flowers of tomorrow grow from the seeds planted today."

- b. propose immediate action steps  
We live in an INSTANT SOCIETY

and

show ease of involvement

"Start with the small and build up to the large"

- c. demonstrate benefits/payoffs as quality of life-economic and health---THE REWARDS

This is the enjoyment factor. If people get pleasure out of doing something they are more likely to continue/repeat their actions AND their actions are doubly influenced if they can see the economic benefits too.



- d. Encourage community and formal groups to work together  
e.g. develop an umbrella organization to more efficiently  
co-ordinate efforts
2. be visually oriented-80% of information taken in by people  
is visual in nature(studies on buying habits show that it is  
the visual image to which people respond)

Important visual factors are cleanliness and friendliness

3. establish evaluation criteria which has been agreed upon  
through consultation with those who will be responsible  
for the actions to the plans.
4. PAY ATTENTION TO DETAIL-the "For want of a nail a shoe was  
lost, for the want of a shoe a horse was lost, for the want  
of a horse the Kingdom was lost and all for the want of a  
nail.", factor.

Develop strategies around the positioning plan to:

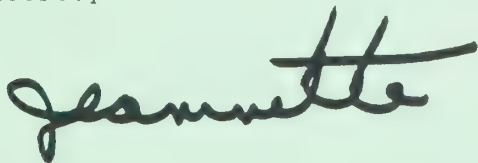
1. develop an attractive image of sustainable development
2. reinforce the positive benefits of sustainable development
3. encourage actions towards sustainable development
4. develop interval evaluation techniques which are both  
quantitative and people(subjective) oriented of implementation  
measures-this will determine level of success and provide  
a barometer to either enhance or change measures.

Etcetra Etcetra.... Some of the above we have developed but  
there are a lot of holes still to be plugged.

This is what I can give you off the top of my head. I am sure  
Task Force members could add other ideas to these suggestions.

Is it possible to discuss these concerns at our next meeting?

Sincerely



Jeannette Walkem

## POPULATION HEALTH WORKING GROUP RESPONSE TO THE DRAFT VISION OF THE SUSTAINABLE DEVELOPMENT TASK FORCE

This brief was drafted by a group of health science professionals from the McMaster University Faculty of Health Sciences. We come from various disciplines in the health sciences, including medicine, nursing, health economy, and international health. We share an interest and expertise in community health, and also in measurement and analysis.

As a group, we felt that in Hamilton-Wentworth, a sustainable healthy community is possible. Hamilton-Wentworth has a wealth of local resources: human, natural, educational. Our community is a workable size, with an interesting urban/rural mix; both a city centre and viable neighbourhoods; a wide multicultural and socio-economic mix; a strong social service and health care net; a history; and an identity. Our task, as a community, is to build on these strengths, acknowledge our weaknesses and gaps, and identify the decisions which need to be made to achieve long term gain, even if they require some short term sacrifices.

### OVERVIEW ISSUES

We felt that the community needed to understand what the vision's underlying values, principles and priorities are, and how they will guide decision-making.

The need for setting priorities is also the need to integrate the various spheres, such as health and the economy, health and environment, economy and social justice, the economy and the ecosystem. We cannot look at these categories in isolation, as they all impact on each other. Wealth is a major determinant of individual health. Absolutely important is the complete integration of economic and social and environmental planning, for example, rural development of water and waste services, transportation for disabled persons, etc.

These integrated values and principles need to be expressed in all local decisions. For example, if a new employer offers safe jobs, safe environment, are good corporate citizens in the voluntary sector, but the product they produce is neither sustainable or healthy, e.g. they manufacture bombs, would we want to encourage this industry to develop in Hamilton-Wentworth?

What is also missing with this vision is a process to allow for active participation of all members of the community. Vision 20/20 is not merely an outcome, it was a process. It may be more important to imagine how a decision will get made in 2020 than to imagine how things might look then. We felt it was important to distribute decision-making power more widely through the community, i.e. to maintain the spirit of these community consultations, to set this as a 'sustainable' way of making decisions, to support a kind of affirmative action in community decision making such that traditionally marginalized groups have an on-going say in what happens in their community.



The five priorities we suggest the Task Force should concentrate on are:

- a. examining how we generate and distribute wealth
- b. examining how our children and adults learn the basic skills including the ability to think flexibly and responsibly so that they have the skills to build and sustain a healthy community;
- c. developing strategies to coordinate and build linkages between education and employment.
- d. developing baselines, targets for achievements and time-lines in all the areas
- e. consolidating regional development, while constantly monitoring provincial, national and global trends

### OTHER ISSUES

A number of essential areas are not well addressed, or are addressed inconsistently, in this vision. They include:

- \* gender disparity
- \* disability
- \* children
- \* employment hazards
- \* violence against women, both in public and in the home

Although we will not be addressing the above issues more substantively in our response, we think it essential that the Task Force consider them in its revision of their document.

### A. GENERATING WEALTH - (ECONOMIC DEVELOPMENT)

At its heart, this vision must be an economic development plan. We know that the community must generate wealth in order to be able to support its residents. Currently, the vision does not address existing economic realities; only a set of ideal conditions. Our community must redevelop its economic base first, then diversify and plan for its "niche" in the world. We should examine how similar communities have addressed this issue. For example, Pittsburgh and Sudbury have gone through an economic revitalization; how did they effect this change? We need to pull generic strategies for revitalization from these development plans in order to enhance our own economy.

We must outline our strategic advantages, realistically examine our existing strengths and weaknesses, and then decide how we can best 'market' those strengths.

Some examples of Hamilton-Wentworth's strengths are:

- \* McMaster's Faculty of Health Sciences is world famous for its problem-based approach to learning -could this be further used in industry?
- \* we have an ability to work cooperatively through networks e.g. the hospitals, the social services - if not saleable, could this be used to market our community as an attractive place to develop?

- \* we are home to many delightful natural areas, i.e. Cootes Paradise, waterfalls, etc., Could these be used to market our community as an attractive place to live, and thus as an attractive place to locate business and/or promote tourism?

We need to promote in our community the fact that healthy cities can attract economic development. Social, recreational and educational amenities cannot be sacrificed for economic development. The link between health and wealth has been well-documented.

How work is organized must also be examined, because good work practices/environments lead to more productive workers. All the issues that are integral to work must be examined, such as workplace health and safety, and workers having a sense of control over their work, as well as those areas that support people's ability to go to work, such as daycare and transportation.

#### B. TEACH THE CHILDREN WELL

We need to approach education differently. We have to nurture young children to want to learn, and we must encourage their successes. We need to incorporate our knowledge about the factors that create positive and nurturing environments into our work with children. If we keep generating "throwaway kids" no vision will work. We also need to address the life experiences of the parents in order to successively support their children. For example, parents who model substance abuse behaviour, low expectations of life success or low valuation of education transmit such attitudes to their children. In order to support these parents, we must address the underlying reasons that cause these adults to abuse substances, have low expectations, etc., we cannot blame the victim. We need to address the issue of a supportive environment.

We must also examine the streamlining of social service and health services so that the disadvantaged get the most benefit from them.

#### C. EDUCATION/EMPLOYMENT - THE ESSENTIAL LINKAGE

Job retraining is essential given the economic/industrial shifts that are occurring and are likely to continue. We need to encourage life-long learning, and help our residents to manage the change that is going to be an integral part of their lives.

#### D. DEVELOPING BASELINES AND ESTABLISHING TARGETS

In order to decide where we want to go, we need to understand where we are: we need a baseline summary list. Much of this information is available from the background papers prepared for the Task Force, and other local reports such as the State of the Environment. The implementation teams should be asked to develop measurable indicators of success. For example, as well as looking at the services we provide, lets look at what % of our kids are healthy. Then we need to decide on measurable targets regarding what we want to achieve - i.e. 80% healthy kids - and map out a strategy for getting there.



We may also consider a reorganization of government bureaucracy to meet the needs of the vision, e.g. health, education and social services, transportation may need to be much more closely aligned. The ideal organization is one which lowers barriers to service, and allows us to address issues in an integrated fashion.

#### E. ACT LOCALLY, THINK GLOBALLY

This vision builds a wall around Hamilton-Wentworth, and doesn't take into account provincial, national, and international trends such as free trade, internationalization of capital, etc.. We have to take a hard look at external trends if we want to develop a plan that will take Hamilton-Wentworth into the 21st century.

As well, we need to plan to:

- . act locally to impact locally (local bylaws to reduce cigarette sales to minors, etc)
- . act locally to impact globally (as role model, a producer of technology...)
- . act globally to impact locally (International reduction of destruction of rainforest, decrease in acid rain in Ohio Valley,...)

#### CONCLUSION

Finally, we need to make sure that the implementation of this vision doesn't hurt some people i.e. disabled people who need assistance in accessing natural areas, Stelco workers who can't 'walk' to work. The language must be strong and clear. The notion of a caring community must equal a commitment to meeting basic human rights for all individuals.

TO: THE TASK FORCE ON SUSTAINABLE DEVELOPMENT

March 1992

COMMENTS ON VISION 2020: THE SUSTAINABLE REGION

APR 9 1992

FROM: CITIZENS FOR CITIZENS WARD 3

Citizens for Citizens was pleased to take part and have an input to the plan for sustainable development. Vision 2020 was well received by our committee. We have heard some people criticize this plan as idealistic. During the past two years our committee has spoken to over 2,000 people in our area and has found that there is an abundance of idealism with respect to how great this city can be. We have learned much through speaking to many people and through researching the community's needs, trends and development. Some areas under review by our committee are shelter housing, non-profit housing, care facilities, by-law control, educational needs as well as park maintenance, vandalism, crime and policing. Out of this process we have found two major areas of importance which should be included in Vision 2020.

1) Communities such as Ward 3 must seek stability by maintaining the various types of housing stock required to attract all income groups to the community. Middle and upper-middle income groups have been moving from the Ward 3 area to the suburbs at an alarming rate. The big challenge in the next decade will be to reverse this trend. If this trend cannot be reversed, the fate of our inner city will be that of the American cities when the middle income groups moved to the suburbs creating a low income ghetto in the inner city.

2) Everyone we consulted wanted to be involved in the planning of his community and neighbourhood. Much of the apathy and mistrust for politicians and City Hall is because of what the people see as back room decisions or political manoeuvres which remove them from the planning process and direct involvement in the final decisions for their community.

#### Summary

Please include in the final draft of the vision statement these two important objectives:

- 1) To seek stability and balance in the community by maintaining the various types of housing stock required to attract all income groups to the community.
- 2) All members of the community be involved in the planning and the final decisions of that planning in their community.

David Beland - Chairman Citizens for Citizens





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Public Health Services  
25 Main Street West  
4th Floor  
Hamilton, Ontario  
L8P 1H1

546-3500

Fax: 528-2205  
528-8773

Mailing Address:  
P.O. Box 897  
Hamilton, Ontario  
L8N 3P6

1992 4 13

Jim Thoms  
Commissioner of Planning  
Economic & Development  
1 James Street South, 3rd Floor  
Hamilton, ON

Dear Jim:

RE: "VISION 2020: THE SUSTAINABLE REGION" DRAFT

Our Department is pleased to accept your invitation to comment on the draft vision statement. We have a few ideas that we hope will lead to a credible vision which strengthens the connection with economic and political realities.

First, we would like to commend the committee. The daunting process which you undertook to involve a very broad cross-section of key informants was excellent. We have very much appreciated the summary reports and discussion papers which were generated from various participating groups. Even now we are using some of the information that you collated to assist members of our department in working toward a sustainable Healthy Region.

We suggest that you treat the vision as an 'iterative loop' which sets guiding principles. The principles would be applied to all sections of the document because the current vision has some internal inconsistencies. For example some principles would ensure:

- ♦ That values drive technology which drives economy  
(values → technology → economy)
- ♦ Focus health activities on prevention primarily and treatment secondarily. We favour a strategy of enabling and empowering people to promote and support health.
- ♦ Access for physically disabled people to complete participation (particularly there are some internal inconsistencies relating to this principle in the draft).

In general the comments that we offer refer to gaps between "The Vision 2020" and the discussion papers. The document needs to be specifically relevant to Hamilton-Wentworth.

For the "Livelihood" section, we recommend that more of the issues addressed in the discussion paper no. 5 be developed. For example:

- ♦ Building on strength. We recognize that the steel industry is downsizing. However the technical capability of people working in that sector could be used to develop a future industry of more refined steel. Of course, Hamilton-Wentworth has the resources to be leaders in pollution control.
- ♦ In being "innovative" about employment practices, it is important to recognize the workplace as a potentially healthful environment. Any alternative employment practices should explicitly recognize that work places themselves can support health through social support, self-esteem, etc.
- ♦ The agriculture issues which are itemized in Discussion paper No. 6 should be summarized in the vision paper. In particular stewardship of the land to preserve soil, sustaining affordable food sources, freezing land use to protect agricultural potential and integration of this region's plan with plans of neighbouring regions are important issues. (We encourage the Region to work with the agricultural school at the University of Guelph to address agricultural concerns.)

We hope these comments are helpful. If you have further questions please talk to our representatives on the new work teams, members of our management team or me.

Sincerely,



Dr. Fran Scott, MD. CCFP. FRCPC. MSc.  
Medical Officer of Health

cc: M. Hornell ✓  
L. Garrison  
B. Hunter





McMaster Alumni Association  
Alumni Memorial Hall  
McMaster University  
Hamilton, Ontario  
Canada L8S 4K1

Telephone:  
(416) 525-9140, ext. 4878

APR 23 1992

Come  
Back  
to  
Mac

March 31, 1992

Mr. Don Ross  
Chairman, Task Force  
on Sustainable Development  
c/o Regional Municipality of Hamilton-Wentworth  
119 King St. West, 14th Floor  
P.O. Box 910  
Hamilton, ON L8N 3V9

Dear Mr. Ross:

Thank you for inviting the Alumni Association to comment on "Vision 2020". In response to your letter we brought together a small group of alumni of different educational and employment backgrounds to review the Vision and reply. Most of them were already familiar with the task force and welcomed an opportunity to contribute to the Region's plan for sustainable development. The views expressed in the response are those of the Association, not the University.

Please find enclosed a copy of the group's comments and a list of the people who participated. Please feel free to contact Mr. Paul Nystrom or Mrs. Jane Lefebure, Associate Director, Alumni Advancement at 525-9140, ext. 7010 if you have any questions.

Once again, thank you for including the Alumni Association in your discussion of a draft vision.

Sincerely,

*Sandra Edrupt per se*

Sandra Edrupt  
President, McMaster Alumni Association

Enclosures

cc: R. Trull, Director Alumni Advancement



McMaster Alumni Association  
Alumni Memorial Hall  
McMaster University  
Hamilton, Ontario  
Canada L8S 4K1

Telephone:  
(416) 525-9140, ext. 4878

## VISION 2020

### McMASTER UNIVERSITY ALUMNI ASSOCIATION RESPONSE

(i) What is good about the Vision?

- It represents a positive first step in developing and implementing a Plan of Action in establishing sustainable development in the Hamilton/Wentworth area.
- It sets positive objectives.
- Vision appears to cover all areas of concern.
- Emphasizes quality of life, environmental issues.
- Establishes a fully integrated Community.
- Time frame is appropriate, i.e. 30 years in the future.

(ii) What is missing from the Vision?

- Vision, while internally integrated, appears to operate in a vacuum. The effects of external factors and global issues, are not addressed in the Vision.
- The cost of the Vision both fiscal and social, is not addressed.
- The Vision assumes a complete reversal of entrenched trends in our community, i.e. expansion into rural areas, dependence on automobile, etc. How will these trends be reversed?
- The Vision ignores how we will align our behaviour patterns with our beliefs.
- New Government Structure is not clear.
- Plan lacks reality, paints a "Utopian" picture.



- VISION 2020 -  
McMaster Alumni Association Response to  
Task Force on Sustainable Development

Mr. Paul Nystrom  
RoyNat Inc.  
1 King Street West  
Suite 1400  
Hamilton, ON L8P 1A4

Account Manager, RoyNat Inc.

*1971, Business  
Executive Councillor, Alumni Board of Directors  
Member, McMaster Alumni Connection (Business Luncheon)*

H: 332-4724  
B: 525-8315

Ms. Maria Pinelli  
Ernst & Young  
100 King Street West  
Suite 440  
Hamilton, ON L8P 1A2

Chartered Accountant, Ernst & Young

*1986, Business  
Member, McMaster Alumni Connection*

B: 526-8880

Mr. Romeo Palombella  
47 Elmhurst Drive  
Hamilton, ON L8P 1C5

President, Pal-Tech Engineering Inc.

*1973, Engineering  
President, Engineering Alumni Branch*

B: 574-5899

Ms. Suzanne Davidson  
Centrex Human Resources Centre  
124 James Street South, Suite 200  
Hamilton, ON L8P 2Z4

President, Centrex Human Resources

*1975, Social Sciences  
Member, McMaster Alumni Connection*

B: 528-5141

Mr. Brent Ellis  
33 Mountain Park Avenue  
Hamilton, ON L9A 1A1

H: 383-1998  
B: 383-3337

Head of Geography,  
Sir Allan MacNab Secondary School

*1961, Social Sciences*  
*Senate Representative, Alumni Association*

Mr. Ken Robertson  
30 Osler Drive, Unit #17  
Dundas, ON L9H 6W3

B: 544-3761, ext. 2142  
H: 627-5172

Editorial Assistant,  
Public Affairs, Dofasco

*1971, Social Sciences*  
*Secretary, Alumni Board of Directors*  
*Past Member, Recognition Committee*  
*Member, McMaster Times Advisory Board*



Submission to:

**THE TASK FORCE ON SUSTAINABLE DEVELOPMENT**

c/o Regional Planning and Development Department

119 King Street West, 14th Floor, P.O. Box 910

Hamilton, Ontario

L8N 3V9

from Don McLean

68 - 151 Gateshead Crescent

Stoney Creek L8G 3W1

(416) 664-8796

Regarding:

## VISION 2020

The members of the Chairman's Task Force on Sustainable Development deserve credit for the efforts they have expended to establish a set of guidelines for the immediate future of the Region of Hamilton-Wentworth based on the principles of sustainability. When one considers that "if an activity is sustainable, for all practical purposes it can continue forever"<sup>1</sup>, and juxtaposes this definition to the current situation in our region, it is clear that the job facing the task force is a daunting one.

Nevertheless, it is becoming clearer every day that neither the citizens of this region, nor the rest of the human species, have a choice of whether or not to transform their societies into sustainable ones. It is a stark necessity! In the past few weeks alone, we have been advised that the protective ozone layer over our own homes and families is thinning at a catastrophic rate as a result of chemicals constructed and released by human beings.<sup>2</sup> We have also been told that 1991 was the second-hottest year on this globe since records began being taken in the 19th century, and that therefore, seven of the eight hottest years on record have occurred since 1980<sup>3</sup> - a clear indication that global warming is also upon us. Add to this that the human population will grow by 92 million this year (more than 250,000 a day - a city nearly as large as Hamilton), that a minimum of 140 species of plants and animals are condemned to extinction every day, and that 17 million hectares of forest (an area equal in size to Finland) are vanishing annually.<sup>4</sup>

In the nineties, human societies must finally come to grips with the simple fact that continuous growth is suicidal. There are more than twice as many people on the face of this earth today than when I was born in 1948. In fact, in the last two decades alone, the total human population of the earth has increased by 1.6 billion (more people than were alive in 1900).<sup>5</sup> In the same period the number of automobiles has increased more than seven times and the amount of gasoline consumed by them has climbed over 200 billion gallons a year<sup>6</sup>. But during this time the size of our homeland, the earth, has not grown an inch. There cannot be a debate about whether we are heading for total catastrophe, only an discussion of when it is going to happen if we don't do something.

Placed in the light of even these few facts, the VISION 2020 statement reads like a fairy tale, utterly detached from the real world. While I assume the task force is aware of the critical situation facing our earth, I believe the publication of your vision of the future without any mention of at least the main features of the crisis is a serious mistake. Quite frankly, your vision appears to fall from the sky. I realize that when you say "vision" you really mean "hope", but you cannot realistically expect that everyone understands the necessity of a sustainable society, much less the absolutely desperate situation you are attempting to address. If you want serious response to VISION 2020, you must start using every means possible to explain why it is necessary. Most people agree that we have some "environmental problems", but not nearly enough really understand (or have accepted) how close this globe is to total disaster. You **MUST** get this across as fast as possible!



That said, I would like to make a few comments on some parts of the VISION statement – specifically the sections on “The Landscape” and “Getting Around”.

In some ways, the section on the landscape is typical of the whole VISION statement. While the description it gives of our community is very attractive, there is virtually nothing in it that needs to wait 2020 or even 1995 to achieve. Indeed, it should be a description of what our community looks like right now. We already have identified nearly 11% of the region as Environmentally Sensitive Areas (we did that in the 1970s!) and a system of natural areas that “threads throughout the region” is already within our grasp. All we have to do is make sure it is “protected”, and the main requirement to accomplish that is political will. The list of ESAs currently identified can and should be significantly expanded upon. I understand that the region is already engaged in this process, having supported a biological inventory of over 80 natural areas of the region last year to identify additional areas that should be protected. Linkages between areas is still to be achieved, but they are also within our grasp; if only we call a total halt to further encroachments on the escarpment and further destruction of our urban ravines, and sit down to construct a detailed greenways plan. The whole job could be completed in a few years. Why do we have to wait until 2020?

In the same vein, “waste-reduction” and “energy efficiency” are already on the lips of all our political leaders. Is it going to take another 28 years before they get serious about them? In short, the landscape vision is fully attainable almost immediately. By 2020, we must have much higher objectives – perhaps including: the elimination of the most artificial landscapes like lawns and their replacement with natural environments amenable to other species besides humans; the total elimination of waste, with massive reductions in consumption accompanied by the reuse or recycling of everything else so that “garbage” becomes an historical curiosity; and, not just energy-efficiency, but the virtual elimination of all forms of non-renewable energy and their replacement with solar and other forms of sustainable energy.

The same comments can be made about the “getting around” vision, although here, unfortunately, it will take a little longer, and there may also be some quite contradictory aspects to your dreams. It’s not that our current abilities make such a vision unattainable at this time; it’s just that we don’t seem to have even started thinking seriously about planning urban transportation in Hamilton-Wentworth. As the discussion paper on transportation prepared for your Task Force admitted, “comprehensive transportation planning in Hamilton-Wentworth has not been a priority in Regional departments for at least the past fifteen years.”<sup>7</sup> Indeed, when our elected regional politicians are still pushing ahead with the construction of a huge new super highway (the so-called “Redhill” expressway) and planning another one right behind it (the Perimeter Road); the situation in Hamilton-Wentworth brings tears to the eyes.

**The private automobile is unsustainable!** And even if it wasn’t, even if it ran on water and was made out of paper, it has already proven itself incompatible with a reasonable quality of life in our urban centres.

A minimum of 20% of the land area of our cities has been handed over to these inefficient, dirty, noisy and dangerous machines. Some estimates of urban lands dedicated to the automobile are as high as 50% for the average large American city and up to 2/3 in places like Los Angeles.<sup>8</sup> [May I strongly suggest that your task force commission a public study on the actual amount of land area in the cities of Hamilton and Stoney Creek and the region’s townsites that is devoted to automobiles. This would include (at least) roads, parking lots, driveways, service stations, auto sales locations and wreckers’ lots. You might then calculate the value of these lands at current real estate prices.] A 1982 study calculated there were over 2200 kilometres of roads in the region. Not including any of the 540 km of regional roads and 212 km classified as provincial, the city of Hamilton still accounted for nearly one-third of the total with 723.5 km.<sup>9</sup> How much parkland and greenspace and prime real estate property could be created by simply eliminating 10% of the least-used roads in the region? I daresay the regional government could probably



pay for the most ambitious environmental programs from the proceeds.

The private automobile is at the very centre of every pollution problem facing our region. It is the undisputed number one cause of air pollution in the region. This not only fouls our breathing space in the city, it also creates acid rain and other pollution that damages forests and lakes hundreds and even thousands of miles from our region. The ozone waste products of gasoline combustion not only sting our eyes and attack our lungs, they also do significant amounts of damage to our food crops. The Worldwatch Institute reports that automobiles contribute 75% of carbon monoxide emissions, 48% of nitrogen oxides, 40% of hydrocarbons, 13% of particulates and 3% of sulfur oxides released in the industrialized countries of the OECD.<sup>10</sup> On a global scale, 17% of the carbon dioxide released into the atmosphere (the main greenhouse gas) comes from this source.<sup>11</sup>

The fact that we have paved over at least a fifth of our urban land area for the benefit of automobiles is also the main reason that our storm sewers are overflowing and overwhelming the capacity of our sewage treatment plants. It is also why our urban creeks (both those still recognizable as such, and those long ago buried under roads and other structures) turn into raging torrents every time it rains and carry huge loadings of sediment into the bay and the lake. They also carry the accumulated detritus of our roadways (most of it directly from cars) including oil, rubber, metals and the tonnes of salt poured on our streets to accommodate the passage of automobiles. The environmental damage from the salt alone is astronomical. A recently published study estimated that salt damage in the city of Madison, Wisconsin (population 175 thousand) amounts to over \$600,000 per year.<sup>12</sup> When this is added to the leaking underground gas tanks, the used oil poured down the drains, and the vast amounts of auto emissions washed out of the air into our waterways; the automobile must surely rank at or near the top of our water pollution problems. And what is being done by cars to our water, is certainly being done in at least as great an extent to our soils.

The automobile is also the number one source of urban noise pollution and has become the main source of injury and a major source of deaths in our population. The most recently published studies of automobile collisions in Hamilton-Wentworth reveal that in 1985 there were 7,346 automobile collisions on our streets, resulting in 26 fatalities and more than 4500 injuries. Property damage from these collisions amounted to \$17.4 million, and the total costs were calculated as \$46 million. An amazing 5% of the total population of the region was involved in an automobile accident in 1985.<sup>13</sup>

Perhaps not surprisingly, the automobile has now also been implicated in one of the most frightening pollution problems facing our planet – the destruction of the ozone layer. Automobile air conditioning is today one of the major sources of the chemicals responsible for exposing humans and all other species to higher and higher doses of ultra-violet radiation. Every time an automobile is in an accident, more of these chemicals may be released. Incredibly, the Region of Hamilton-Wentworth has not yet even put in place secure measures to ensure that venting of these chemicals does not take place during the repair and disposal work associated with automobiles! (Action has been taken in a number of Canadian and American cities and legislation is pending in Toronto and other places.<sup>14</sup>)

The private automobile is also the primary reason why North Americans consume such a disproportionate percentage of the world's energy resources. The United Nations Environment Programme calculates that "motor vehicles consume about one third of the oil used in the world and some 40% of the energy used in the OECD countries".<sup>15</sup> Strangely, your background paper on energy makes almost no mention of the amount of energy used by motor vehicles in this region. Pages and pages are devoted to residential, commercial and industrial use of energy in the paper, but the only mention of the role of the automobile is an admission that "transportation" accounts for 24% of energy use across the country.<sup>16</sup> One would expect that this percentage is considerably higher in Hamilton-Wentworth, especially when you consider that "reliance on the automobile as a means of travelling to work is now



much greater in Ancaster, Stoney Creek, Flamborough and Glanbrook than it is in municipalities such as Mississauga and Markham, long noted for their marked dependence on the automobile."<sup>17</sup>

The noise, pollution and dangers posed by the vast numbers of cars on our streets have largely eliminated (in practice) the right of people to walk or cycle in our urban environment. The continuing construction of more roads, especially freeways, is also identified by planners as the source of the blight of urban sprawl featuring subdivision population densities which can never support a cost-effective public transportation system.<sup>18</sup> In this respect, your vision of "public transit, cyclists, pedestrians and automobiles as complimentary forms of transportation" is very hard to imagine. When the chairman of your task force on sustainable development is also the chairman of the freeway steering committee, it seems more like a cruel joke. For the freedom to walk and to cycle to become real once again, drastic measures must be taken to bring the private automobile under control.

To some this may seem unthinkable, but to the environment, it is absolutely necessary. The two main environmental problems facing the world today are population and consumption – too much of both. In almost every part of the world either one or the other or both are growing out of control. In our continent, country and region, the main issue is consumption, and the automobile is at the top of the list.

In 1987 there was an automobile for every 1.8 Americans<sup>19</sup> while most people in the third world will never sit inside, much less own, a car. We say we cannot get by without an automobile (and usually more than one per family!) while nearly one in three of the world's children are forced to get by without enough to eat! If our planet is to sustain human life very much longer, something has got to give. Although the structure of our economy and society seem to have made the private automobile a necessity, it should be remembered that even our grandparents were able to lead their lives without one. This problem is only 60-70 years old. In 1920 there were 17.2 Hamilton residents for every automobile registered in the city. By 1986, every household in Hamilton-Wentworth had 1.4 cars!<sup>20</sup>

It is not just that the rich countries massive automobile fleets are unsustainable. They are also viciously destructive of the quality of life in our urban centres. We are caught in a vicious circle. The more automobiles, the more we need them, as more and more of our urban areas are occupied by them, and it becomes less and less healthy to try to move around without using cars. A rational urban plan would have no place for them. They would be seen as an unacceptable infringement on the rights of pedestrians and cyclists, as well as an outrageous burden on the environment and the taxpayers. But in our society, at the present time, the pedestrians and cyclists – who are acting responsibly towards the environment – are penalized; while the private automobile drivers and passengers are actually subsidized!

This subsidy takes myriad forms. The injuries resulting from automobile accidents are largely paid for out of the public purse (through OHIP). The cleanup of the pollution caused by automobiles is dealt with in the same way. The massive amounts of public land handed over to the use of automobile owners is not even calculated, let alone charged to the user. U.S. commentators have pointed to the direct subsidy of driving by allowing employers to deduct the expense of providing parking from their taxes, and estimate that in the U.S. this amounts to \$12-50 billion a year.<sup>21</sup> The meagre user fees that are imposed on automobile use (sales taxes, gasoline taxes, licensing and more recently tire and gas-guzzler taxes) do not come near the expenditures of governments to provide for these machines.

At the municipal government level, where the main source of funds is the property tax levy, the maintenance and construction of roads and associated structures eats up a huge proportion of the budget. In the 1990 budget of the Region of Hamilton-Wentworth, transportation accounts for \$185.7 million or 32.3% – the largest single category<sup>22</sup>. While some of this expenditure is for public transit systems, other automobile subsidies are hidden under the "Environmental" category where more than 20 million is earmarked for storm sewers, and under "Protection" where 63.5 million is set aside for policing costs, much of it for traffic control measures, attendance at accidents, etc.<sup>23</sup> When we turn to the five year capital



budget (1991-1995) we find that 48.8% is scheduled to be spent on "Transportation" and another 66 million is included for storm sewers. The five year capital spending projected for roadways is \$133.3 million plus another \$209.2 million to be spent on the "Redhill" expressway.<sup>24</sup> It is really quite incredible (and disgusting) to see our regional politicians slashing jobs and important social services in the region in the name of a zero tax increase, but not making a peep about the millions earmarked to support our car habit. While some of these expenditures come from provincial transfers (partly paid from auto user fees), a substantial portion are paid for from the property tax levy. This constitutes a flagrant subsidy of automobile use and a means of hiding the true cost to society of the private car. It is quite likely that the construction and maintenance of facilities for the private automobile is the most regressive tax measure in Canada.

Every year in Hamilton-Wentworth we hear that the public transit system receives a subsidy of \$17 or \$18 million, but no one ever describes the \$209 million earmarked in the next five years for the "Redhill" expressway as a subsidy of car drivers! A great squawk is raised about "subsidizing" seniors to use DARTS and the HSR, but no mention is made of the fact that these same seniors are milked of thousands of dollars a year through their property taxes for the construction of free arteries for the use of car drivers. Anyone who thinks we are unfairly "subsidizing" public transit in this region should ride a few buses and count the proportion of the passengers who are either students or seniors and/or poor. The great majority of the people who ride this transit system do so from necessity. They are either too young, too old or too poor to afford the luxury of a private automobile. By any standards of fiscal justice, this public transit should be FREE, and even then it would not balance the subsidy to the private automobile. In addition, it is the plethora of private cars that makes our public transit system so inefficient at moving people around streets which are congested with automobiles.

The more we subsidize the use of automobiles, the more we will be forced to subsidize public transit. As pointed out in the Transportation background paper, "Hamilton-Wentworth is similar to most other urban areas in North America in promoting an automobile-oriented urban design", and "the Region and the Area Municipalities do not produce land-use plans that promote the use of public transit in any major way."<sup>25</sup> This same document clearly details the direct relationship between building more freeways and the decline in population densities which make future efficient public transit nearly impossible. It points out that "once populations densities decline to a certain point, as in suburban areas of Hamilton-Wentworth such as Ancaster and Flamborough, the level of convenience and diversity of destinations is so limited as to virtually eliminate the prospects for reasonable ridership levels on bus routes"; and concludes "these homes and industrial buildings, built on the assumption that cheap gasoline-powered vehicles would always be available to the majority of homeowners and employees, may be the single most important obstacle to energy efficiency in the 21st Century."<sup>26</sup>

When only a few people owned cars, they provided an immense amount of mobility to them. But as the number of cars expands, their utility drops. In California, for example, the average travel speed by car is expected to drop to 15 miles per hour by the end of this decade.<sup>27</sup> The same trends are powerfully evident in Hamilton-Wentworth, where despite minimal population growth, a "dramatic increase in traffic on the Region's roads" is underway. Between 1976 and 1988, daily traffic counts at the boundary points between Ancaster and Brantford, Stoney Creek and Grimsby, Hamilton and Burlington, and Dundas and Burlington all climbed dramatically -- 11,400 to 25,950, 37,600 to 56,300, 56,000 to 75,000 and 47,500 to 68,300 respectively.<sup>28</sup> When we turn our priorities around, we will save a lot of tax money and go a long way towards solving our major urban environmental problems.

The private automobile, and policies that make us more and more dependent upon it, have other devastating effects on our society. For one, they impose a heavier and heavier burden on the finances of their owners. Owning and operating one automobile is now estimated to cost about \$150 per week! Tragically, this often leads to the necessity of families obtaining two incomes (and quite frequently having

two cars to get to the places of employment).

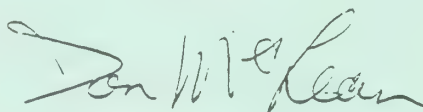
It is harder to calculate other costs including the respiratory diseases resulting from automobile pollutants and the social, psychological and medical costs of the increasing tensions in a congested, car-dominated urban environment.

Whether one is a supporter of liberal or supply-side economics, the conclusions on the private automobile must be the same. The state apparatus, particularly at the municipal level, is providing vast and unreasonable subsidies for the use of private automobiles and thereby grossly distorting logical transportation and land-use planning. If trucking companies were forced to pay a realistic price for the use of public roads, the inherently more efficient rail sector (which has to build and maintain its own arteries) would easily out-compete them. Instead, we are witnessing the demise of trains at the same time as the social, health and environmental costs of truck and car use is reaching astronomical proportions.

For these reasons, and many more, private automotive transport in urban areas such as Hamilton-Wentworth is the epitome of unsustainability. If your Task Force is to achieve anything significant, tackling this issue must be at the front and centre of your agenda. If you expect the public to pay any attention to what you are doing, much less support it, you might start by asking your chairman to decide which side of the fence he sits on. It is grossly inappropriate (if the issue wasn't so serious, it would be laughable) for the chairman of the task force on sustainable development to also be the chairman of the freeway steering committee.

You must also, as I stated earlier, find the ways and means to explain to the public at large the seriousness of the problems you are addressing, so that you can release their immense creative energy in helping to solve these problems by building a sustainable society.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don McLean". The signature is fluid and cursive, with a large initial "D" and "M".

Don McLean



1. The World Conservation Union, United Nations Environment Programme, World Wide Fund for Nature, *Caring for the Earth*, Gland, Switzerland, October 1991, p.10
2. News reports, February and March 1992.
3. Postel, Sandra. "Denial in the Decisive Decade", *State of the World 1992*, Worldwatch Institute, W.W. Norton & Company, New York, 1992, p. 3.
4. Postel, Sandra. "Denial in the Decisive Decade", *State of the World 1992*, Worldwatch Institute, W.W. Norton & Company, New York, 1992, p. 3.
5. Brown, Lester R., "The New World Order", *State of the World 1991*, Worldwatch Institute, W.W. Norton & Company, New York, 1991, p. 6
6. The world's car fleet grew from 50 million vehicles in 1950 to 386 million in 1986. Of those 386 million, Asia and Africa (excluding Japan and South Africa) accounted for less than 19 million. China and India, for example, account for 38% of the world's population but less than half a percent of its automobiles. Renner, Michael. "Rethinking Transportation", *State of the World 1989*, Worldwatch Institute, W.W. Norton & Company, New York, 1989, pp. 100-101.
7. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Transportation, Physical Services and Land Use*, Discussion Paper No. 4 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. 16.
8. Renner, Michael. "Rethinking Transportation", *State of the World 1989*, Worldwatch Institute, W.W. Norton & Company, New York, 1989, p. 110.
9. IBI Group, *Hamilton-Wentworth Transportation Energy Management Study, Final Report*, April 1982, p. A-2
10. Renner, Michael. "Rethinking Transportation", *State of the World 1989*, Worldwatch Institute, W.W. Norton & Company, New York, 1989, p. 106.
11. Renner, Michael. "Rethinking Transportation", *State of the World 1989*, Worldwatch Institute, W.W. Norton & Company, New York, 1989, p. 106.
12. Hanson, Mark E., "Automobile Subsidies and Land Use: Estimates and Policy Responses", *Journal of the American Planning Association*, Volume 58, Number 1, Winter 1992 p. 67
13. Hamilton-Wentworth Police Department, *Collision Report 1985*, 1985, unpagged.
14. Legislation has been adopted in such cities as Burnaby B.C. and Boulder Colorado.
15. The World Conservation Union, United Nations Environment Programme, World Wide Fund for Nature, *Caring for the Earth*, Gland, Switzerland, October 1991, p.10
16. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Energy, Waste & Resource Consumption*, Discussion Paper No. 9 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. 2. Note that Renner (ibid. p. 100) reports that "in 1985 the transport sector consumed 63 percent of the oil used in the United States, up from 50% in 1973).
17. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Transportation, Physical Services and Land Use*, Discussion Paper No. 4 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. 12.
18. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Transportation, Physical Services and Land Use*, Discussion Paper No. 4 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. 17.
19. Renner, Michael. "Rethinking Transportation", *State of the World 1989*, Worldwatch Institute, W.W. Norton & Company, New York, 1989, p. 101.
20. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Transportation, Physical Services and Land Use*, Discussion Paper No. 4 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. 12.
21. Lowe, Marcia D., "Rethinking Urban Transportation", *State of the World 1991*, Worldwatch Institute, W.W. Norton & Company, New York, 1991, p. 70.
22. 1990 budget of the Region of Hamilton-Wentworth.

23. An analysis of the salaries and personnel time of the Pasadena Police Department in California concluded that 40 percent of department costs are auto-related, primarily accidents, thefts and traffic control. Lowe (ibid. p. 70) points out that extending this finding across the U.S. would mean that driving costs local governments at least \$60 billion a year from this source alone.
24. 1991-1995 capital budget of the Region of Hamilton-Wentworth.
25. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Transportation, Physical Services and Land Use*, Discussion Paper No. 4 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. 16.
26. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Transportation, Physical Services and Land Use*, Discussion Paper No. 4 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. .
27. Renner, Michael. "Rethinking Transportation", *State of the World 1989*, Worldwatch Institute, W.W. Norton & Company, New York, 1989, p. 110. Lowe (ibid. p. 57), writing in the 1991 State of the World report, notes that traffic congestion "has stretched daily rush hours to 12 hours or longer in Seoul and to 14 in Rio de Janeiro. In 1989, London traffic broke a record with a 53-kilometre backup of cars at a near standstill" and goes on to note that half of surveyed U.S. business leaders said that "traffic conditions affected their employees' morale, productivity, punctuality, and emotions."
28. Planning & Development Department, Regional Municipality of Hamilton-Wentworth, *Transportation, Physical Services and Land Use*, Discussion Paper No. 4 prepared for The Regional Chairman's Task Force on Sustainable Development, Hamilton, May 1991, p. 15.



CA3 ON HW A25

1992

URBAN MUNICIPAL

JUL 6 1992

GOVERNMENT DOCUMENTS

## CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

### A G E N D A

DATE: Wednesday, July 15, 1992  
TIME: 7:00 o'clock P.M.  
PLACE: 15th Floor Committee Room, Regional Offices

---

#### 1. GENERAL

- a) **Declaration of Interest:** Municipal Conflict of Interest Act
- b) **Minute of Chairman's Task Force on Sustainable Development Meeting - May 13, 1992**
- c) **Chairman's remarks**

#### 2. BUSINESS ITEMS

- 2.1 **Receive Implementation Team Final Reports** (will be distributed at meeting).

Brief 5 minute overview by each implementation team leader.

Time allotted 7:15 - 7:45 p.m.

- 2.2 **Proposed work program - July to December 1992.**

Time allotted 7:45 - 8:30 p.m.

**3. FOR THE INFORMATION OF THE TASK FORCE**

- (a) Letter from John Michaluk
- (b) Letter from Lloyd Suggett
- (c) Letter from Citizens for Citizens
- (d) Letter from Mayor's Race Relations Committee
- (e) Future Pull: The Power of Vision and Purpose

**4. OTHER BUSINESS**

**5. ADJOURNMENT**



16

MINUTES OF THE CHAIRMAN'S TASK FORCE ON  
SUSTAINABLE DEVELOPMENT

The Chairman's Task Force on Sustainable Development met at 7:00 p.m. on Wednesday, May 13, 1992, in the 15th Floor, Committee Room, Regional Offices.

Present: Chairman (Councillor) D. Ross  
S. Adam, G. Simmons, P. Ashenhurst, J. Walkem, J.  
McDonald, B. Korol, B. McHattie, G. Smuk, S. French

Absent with regrets: J. Nriagu, J. McCulloch, H. Jardine, J.  
Michaluk, M. Boyak.

Also present: M. Bekkering, M. Hornell, B. Pearce, J. Thoms, M.  
Emo, B. Poland

1. a) Declaration of Interest re: Municipal conflict of  
Interest Act: (None)
- b) Minutes of Chairman's Task Force on Sustainable  
Development Committee Meeting of April 15, 1992  
(French/McDonald) be adopted as presented.

CARRIED

- c) Purpose of meeting

- To discuss the draft Vision 2020 in light of community response, and to approve the final vision for presentation to the Economic Development and Planning Committee.

2. BUSINESS ITEMS

2.1 Discussion and preparation of final vision 2020

In the absence of the Chairman, Gil Simmons assumed the chair.

The Task Force reviewed the comments submitted by members of the public and identified those that pertained to the vision. Discussion ensued and comments were checked against the text of the draft vision, to see if changes to the text were warranted. The changes to the text are summarized below:

- Change terminology of disabled people to "people with disabilities".
- Substitute business for industry unless industry is meant.
- Put in a sentence about taking certain actions now, as well as a note about the vision being the outcome of a series of

presenters.

Next Meeting: Wednesday, July 15, 1992

Agenda Items: Review Implementation Team Final Reports

5. Adjournement

The meeting adjourned at 9:45 p.m.



July 1, 1992

File 764.92

2.2

Regional Chairman's Task Force  
on Sustainable Development  
Proposed Work Program

July to December, 1992

1. *Implementation Teams*

Purpose: To develop strategies in seven topic areas, for implementation of VISION 2020.

Completion: July 15, 1992

2. *Community Workshop*

**"Creating the Sustainable Community, Implementation"**

Purpose: To receive input on the recommendations of the Implementation Teams.

Date: September 19, 1992

Components:

- public release of implementation team reports - August 26, 1992.
- advertising of the workshop - August 26, September 2, 8, & 15.
- limited attendance - maximum 300 people.
- focus will be on listening, no public speakers.
- workshops will be organized as round table discussions lead by Task Force and Implementation Team members.
- some implementation teams may require the entire day for their workshops (for example, the land use and transportation group will probably devote the morning to transportation and the afternoon to land use) while other groups will only need a half day.

### 3. *Preparation of Final Report*

Purpose: To prepare a comprehensive implementation strategy for presentation to Regional Council.

Components:

- develop consensus on recommended actions.
- biweekly meetings of Task Force - October 7, 21, November 4 and 18.

Completion: November 25, 1992

#### *Important Dates*

July 15 -	Task Force Meeting - receive implementation team final reports.
Aug. -	Vacation (review implementation team final reports).
Sept. 9 -	Task Force Meeting - prepare for community workshop, and preliminary scan of implementation team recommendations.
Sept. 14 to 18 -	Task Force and staff meet with implementation team members in preparation for community workshop.
Sept. 19 -	All day community workshop (8:00 a.m. to 5:00 p.m.).
Oct. 7 -	Task Force Meeting - begin preparation of final report.
Oct. 21 -	Task Force Meeting.
Nov. 4 -	Task Force Meeting - review first draft.
Nov. 18 -	Task Force Meeting - complete report.
Dec. 7 -	Present final report to Economic Development and Planning Committee.
After Dec. -	Task Force members may be asked, to make presentations and/or answer questions at other committee meetings, area municipal council meetings, and other agencies.
March/April '93 -	Formal review and approval of strategy by Economic Development and Planning Committee.



3(a)

April 9, 1992

Mr. Don Ross  
Chairman Economic Development and Planning  
Chairman, Finance and Administration  
City of Hamilton  
City Hall  
71 Main St. W.  
Hamilton, Ontario  
L8N 3T4

Dear Don:

Just a short note to follow-up on our March 25th conversation at the Sustainable Development community meeting.

Some members of the community seem to be unclear about the nature of our Sustainable Development Task Force's work ... perhaps we haven't communicated our process clearly? Many of the people responding to our vision statement seem to think a vision statement should not only be the dream but should as well, include a very detailed, specific, immediately-doable action plan! They don't seem to grasp that first, a vision of where you're going must be developed, discussed and accepted. Then, you go forward, taking the steps required to make the vision a reality ... it's a two-step process: develop a vision, then, develop an implementation plan!

Maybe, our task force should communicate the following few precepts:

- that the notion of sustainable development is a world-wide phenomenon ... not just something we're doing in Hamilton-Wentworth;
- our community can continue to do what we've been doing, that is, continue our indiscriminate, consumption-intense, lifestyle or change to a lifestyle which is environmentally and economically more sound ... we've chosen the latter!
- that our community has decided to look at the future differently ... and sustainable development is a model or philosophy we've adopted.

As well, maybe we should make it known that our Regional Government made a commitment to look at the future differently and that it gathered a widely diverse group of people to do so. Conservers, industrialists, educators, naturalists and men and women from many other walks of life interested in doing this were asked by the Region to study sustainable development. The Region asked the group to take a look at ... who we

Mr. Don Ross  
Chairman Economic Development  
and Planning  
Chairman, Finance and Administration  
City of Hamilton

- 2 -

April 9, 1992

are?, what we want to be? and how it is we get there? The vision statement was the group's response, it was prepared after almost two years of extensive collaboration, confrontation, study, sharing and meeting with each other. The vision represents what we want to be.

The group then took that vision to the community to ask them what they liked, disliked, wanted to change, add or delete and that input was then factored into our vision statement. Regrettably, what we've heard from the community and the media is a more problem-oriented, less than positive, viewpoint. The task force would likely benefit more substantially from a community-focus which was more solution and positive-driven. Also, respondents told us the vision was too general, too idyllic, too utopian, too dream-like. Well, that's what a vision is, it's what we want to be! It is not a step by step plan to make it happen ... that's the next step, that's an implementation plan ... the how it is we get there step.

First though a vision, because ... if you don't know where you're going, any road will get you there!!

Yours truly,

J. S. Michaluk  
Task Force Member



THE TASK FORCE ON SUSTAINABLE DEVELOPMENT

3(5)

Dear Sirs:

I understand the essence of 2020 vision is to better our part of the world as best we can.

To do this we must consider the following in every step we take.

1. The needs & wants of mankind.
2. The ecology of our total environment in & for the world therefore the good of mankind.
3. The economical side on man's labour to equate reasonably & sensibly with results for mankind.
4. To work from our present position and setting a goal which would understandably benefit ourselves.

1. The first concept I wish to introduce is for our area which has the unique ability because of its location to generate electricity in its fall down the escarpment from our sewage system.

(a) To put sewage to work turning turbines for electricity at first repugnant. But thinking how much is solids and how much is liquid can help us to change our attitude.

(b) To make the most of the system would require storage tanks to take a consistent volume at all times including massive rain water run offs. The fear of order can be offset by a chemical treatment and also if the storage tanks are built into the ground, the cooler temperature (about 50°+) will help.

This approach will help our nuclear system which appears not as good as we thought.

To achieve this goal it would be easier to sell the generation to our Hydro which already has the distribution system in place.

Do not sell this idea with negative thoughts as the ultimate practicality in the final outlook is it will cost nothing over a reasonable amortized period and even more so as the population doubles in the next 20 years and mainly on the mountain.

2. The second concept fulfills our aims and also at a no cost solution in the final evaluation as amortized.

1. Bring water from Lake Erie to Hamilton, a distance of about 40 miles by pipes.

(a) Corridors are easily available. If we move quietly such as, old Railway right-of-way Hamilton to Dunnville.

(b) Hydro existing right of ways.

(c) These routes would allow Cayuga, Caledonia and other small towns to join us. Economically and they are getting desperate for water and all ecologically sound.

(d) This method of course is much cheaper than pumping it up to the mountain from Lake Ontario.

(e) This drinking water could also create electricity as it goes down to the lower city reservoirs-why not?

3. The most reaching concept is to supply water for our use from Georgian Bay. A distance of 180 Kilometers (110 miles).

This can be done very inexpensively and the water may be less contaminated at the source. The water system would not change because it still is from Great Lake to Great Lake.

The corridor for this would be the Grand River.

The river goes to within 20 miles of Georgian Bay and all down hill to Lake Erie.

This river could easily and cheaply be upgraded for its whole length and strongly controlled, it would be ecologically and economically be a viaduct for all of Ontario.

The river could be designed for all small sport and summer fun as the water would be deeper.

This concept is easily accomplished as city after city joins in the project, Guelph, Cambridge, Waterloo, Kitchener, Fergus it would make it politically simple for the presence of these areas in a presentation to Federal & Provincial forces would be almost undeniable. However we must move quickly on this to prevent distortions.

All of these areas need more water now, but even more in the near future.

This viaduct that Mother Nature built and upgraded by man would bring immediate work to central Ontario & provide us with more business opportunities as we provide the needs for business cheap water cheap electricity, manpower.



The Grand River Viaduct could also supply a cheap transportation system if locks were designed large enough for a trailer barge as well as recreation. But I doubt it.


If the population of these areas are to double in the next 20 years. We must proceed immediately, and the final costs would become zero if properly amortized.

We have the technology, the manpower, the need and all we need now is the determination to go ahead very quickly allowing no unreasonable interference.

To prevent the river freezing up we plant air pipes in the water at the river bottom to bubble up air.

The sewage from all this area could be used to generate electricity- Here again the cost is a gain.

YOURS SINCERELY

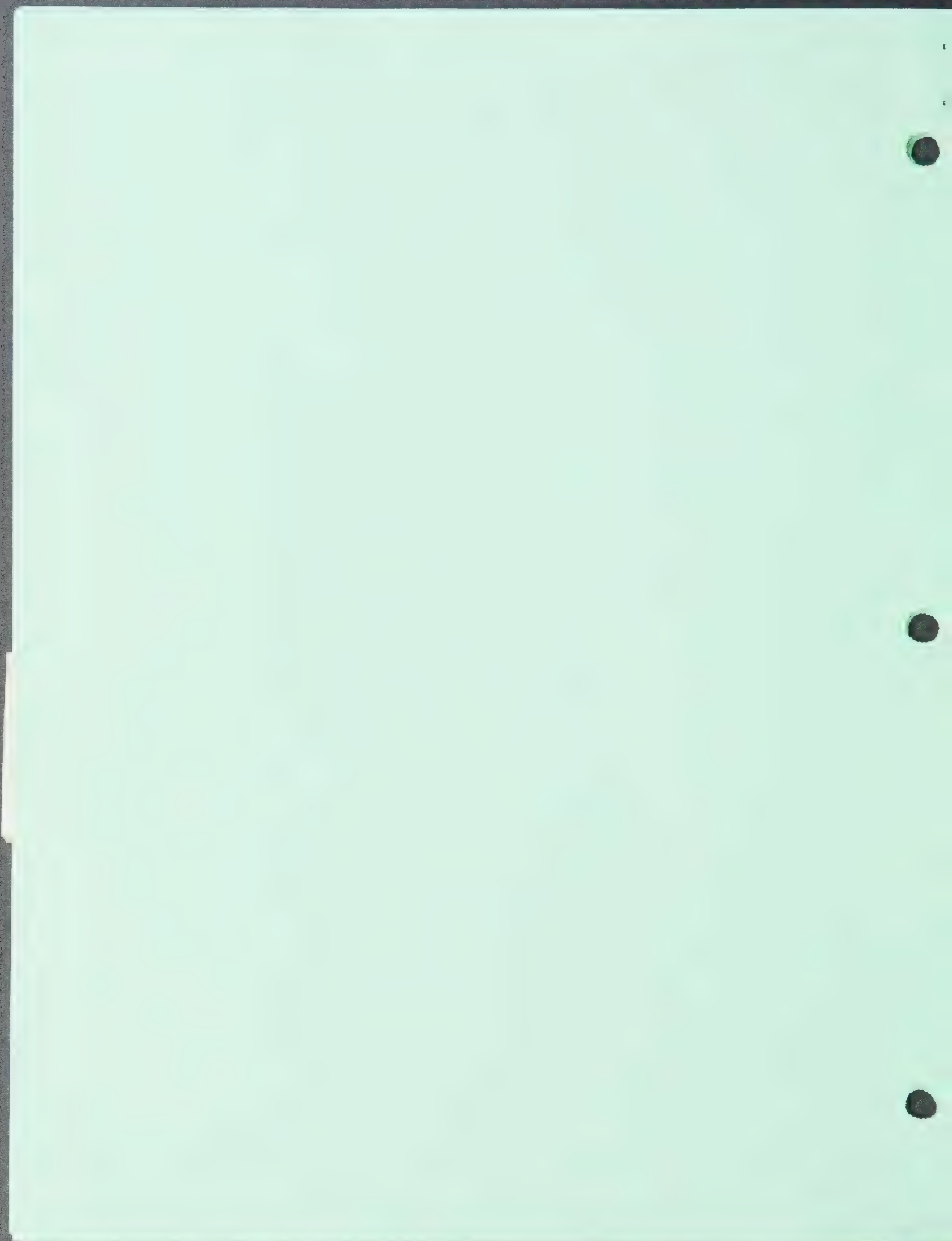
A handwritten signature in cursive script, reading "Lloyd I. Suggett". The signature is written in dark ink and is positioned above the printed address.

117 ALLENBY AVE.

HAMILTON ONT.

L9A2T6

416-385-7690





Mar 2 B  
RECEIVED APR 9 - 1992

TO: THE TASK FORCE ON SUSTAINABLE DEVELOPMENT

March 1992  
3(4)

COMMENTS ON VISION 2020: THE SUSTAINABLE REGION

FROM: CITIZENS FOR CITIZENS WARD 3

Citizens for Citizens was pleased to take part and have an input to the plan for sustainable development. Vision 2020 was well received by our committee. We have heard some people criticize this plan as idealistic. During the past two years our committee has spoken to over 2,000 people in our area and has found that there is an abundance of idealism with respect to how great this city can be. We have learned much through speaking to many people and through researching the community's needs, trends and development. Some areas under review by our committee are shelter housing, non-profit housing, care facilities, by-law control, educational needs as well as park maintenance, vandalism, crime and policing. Out of this process we have found two major areas of importance which should be included in Vision 2020.

1) Communities such as Ward 3 must seek stability by maintaining the various types of housing stock required to attract all income groups to the community. Middle and upper-middle income groups have been moving from the Ward 3 area to the suburbs at an alarming rate. The big challenge in the next decade will be to reverse this trend. If this trend cannot be reversed, the fate of our inner city will be that of the American cities when the middle income groups moved to the suburbs creating a low income ghetto in the inner city.

2) Everyone we consulted wanted to be involved in the planning of his community and neighbourhood. Much of the apathy and mistrust for politicians and City Hall is because of what the people see as back room decisions or political manoeuvres which remove them from the planning process and direct involvement in the final decisions for their community.

#### Summary

Please include in the final draft of the vision statement these two important objectives:

- 1) To seek stability and balance in the community by maintaining the various types of housing stock required to attract all income groups to the community.
- 2) All members of the community be involved in the planning and the final decisions of that planning in their community.

David Beland - Chairman Citizens for Citizens

*David Beland*

TO: THE TASK FORCE ON SUSTAINABLE DEVELOPMENT

March 1992

COMMENTS ON VISION 2020: THE SUSTAINABLE REGION

FROM: CITIZENS FOR CITIZENS WARD 3

Citizens for Citizens was pleased to take part and have an input to the plan for sustainable development. Vision 2020 was well received by our committee. We have heard some people criticize this plan as idealistic. During the past two years our committee has spoken to over 2,000 people in our area and has found that there is an abundance of idealism with respect to how great this city can be. We have learned much through speaking to many people and through researching the community's needs, trends and development. Some areas under review by our committee are shelter housing, non-profit housing, care facilities, by-law control, educational needs as well as park maintenance, vandalism, crime and policing. Out of this process we have found two major areas of importance which should be included in Vision 2020.

1) Communities such as Ward 3 must seek stability by maintaining the various types of housing stock required to attract all income groups to the community. Middle and upper-middle income groups have been moving from the Ward 3 area to the suburbs at an alarming rate. The big challenge in the next decade will be to reverse this trend. If this trend cannot be reversed, the fate of our inner city will be that of the American cities when the middle income groups moved to the suburbs creating a low income ghetto in the inner city.

2) Everyone we consulted wanted to be involved in the planning of his community and neighbourhood. Much of the apathy and mistrust for politicians and City Hall is because of what the people see as back room decisions or political manoeuvres which remove them from the planning process and direct involvement in the final decisions for their community.

Summary

Please include in the final draft of the vision statement these two important objectives:

- 1) To seek stability and balance in the community by maintaining the various types of housing stock required to attract all income groups to the community.
- 2) All members of the community be involved in the planning and the final decisions of that planning in their community.

David Beland - Chairman Citizens for Citizens





## Mayor's Race Relations Committee

3(2)

1992 May 15

Don Ross, Chairman  
Task Force on Sustainable Development  
Regional Municipality of Hamilton-Wentworth  
119 King Street West  
14th Floor, P.O. Box 910  
Hamilton, Ontario. L8N 3V9

Dear Chairman Ross:

Thank you for making Vision 2020: The Sustainable Region available to the members of the Mayor's Race relations Committee. After discussion, the members wish to bring to your attention our following comments.

We support several of your visions that are relative to our own goals and objectives. We encourage that:

1. Everyone have access to the health care system regardless of cultural background.
2. Cultural institutions reflect our historical development and the contributions of our diverse population.
3. From a community perspective we should get to know our neighbours and that we live with peace and understanding with each other.
4. We especially encourage that future 'visions' be based upon realistic assessments of the existing structure. For example, your vision of a transportation linkage to all various neighbourhoods in the region may be realized in 2020 since a transportation system already exists. For similar reasons we encourage an open air central gathering place in neighbourhoods.

2 ...

We would ask that a component of policing be included in the strategy in order to accommodate an ongoing and changing multicultural society. Furthermore that the role of immigration and the awareness of all people involved to this reality be addressed. Our final suggestion is that you provide a direction guide as to how we will achieve the vision of 2020. A vision can only become a reality if the 'map' can be read and understood by all who use it.

The members of the Mayor's Race Relations Committee support your efforts in the vision of a community that will be both tolerant and understanding of people's differences and similarities.

Thank you.

Yours truly



Mayor R.M. Morrow  
Chairperson  
Mayor's Race Relations Committee



Marlene Thomas-Osbourne  
Co-Chairperson  
Mayor's Race Relations Committee

cc: D. Carson  
Mayor's Executive Assistant

Mark Haas  
Mayor's Race Relations Committee

File



3(e)

# Future Pull

## The Power of Vision and Purpose

By George Land and Beth Jarman

**A compelling vision  
can pull individuals and  
organizations to their  
desired futures.**

*The purposiveness of all vital processes, the strategy of the genes and the power of the exploratory drive in animal and man, all seem to indicate that the pull of the future is as real as the pressure of the past.*

—Arthur Koestler (1905-1983)

Master cellist Pablo Casals was once asked, "How are you able to play the cello with such magnificence?" He replied, "I hear it before I play it." Pole-vaulting champion John Uelses relies on a vivid image of winning to spur his performance, and golfer Jack Nicklaus says that vision "gives me a line to the cup just as clearly as if it's been tattooed on my brain. With that feeling, all I have to do is swing the clubs and let nature take its course."

These are all examples of the phenomenon of Future Pull, in which a blueprint of the future serves as the propelling force of creative change.

Every single cell in a tree, in a caterpillar, or in a human being grows and develops not based on its history but by being pulled forward by its internal picture of the possible future. That future is inscribed in the DNA, the genes that reside in the nucleus of every cell. That way, every part of the system can pull to-

gether toward the common future.

In human terms, this translates into living with a powerful vision of the future. The founders of Apple Computer committed themselves to a unique vision: "To change the world by empowering individuals through personal computing technology." They then used enormous energy in sharing this vision throughout their organization, with their customers, and within their communities. Their vision became not only the driving force of the organization, but the primary criterion by which to make decisions. Choices are made not just "by the book" but by the vision. The pull of the future thus takes precedence over the past.

### The Principles of Future Pull

Individuals and organizations can harness the power of Future Pull by following a few principles: Know your vision and purpose, commit to achieve your vision and purpose, experience abundance as nature's natural state, and make the world a better place by living according to shared values.

- **Know your purpose and vision.** Purpose can be defined as how an individual or organization makes the

world a better place. A vision is a compelling image or picture of the purpose having been achieved. Landing a man on the moon in a decade was the vision that John Kennedy held out as an inspiring magnet pulling an entire nation to develop the technological capability for manned space flights.

Purpose and vision are as important for individuals as they are for nations and organizations. Actor John Mahoney did what others expected him to do for 37 years; he was miserable. Then one day, he realized that things could be different. He doesn't know where his excessive drinking and self-destructive bitterness would have taken him, but at the age of 48 he finally decided to follow his childhood dream of acting.

At age 11, he fell in love with acting. He got involved in community theater doing Gilbert and Sullivan in summer festivals around England. He clearly knew then that acting was what he wanted to do with his life. He even quit high school to commit himself full time to acting. That's when the problems started. His parents protested with screaming and weeping. "At least finish high school," they said. "That's all we

ask. Then you can do what you want to do with your life."

It took 37 years, but Mahoney finally acknowledged that acting was his purpose in life. He developed his unique talents and skills and today has one of the busiest careers in Hollywood. "I'm finally doing what I want with my life," he says.

A compelling purpose energizes life. Without a compelling purpose, we live life as a fairly haphazard experience, being easily swayed by the latest fad, temporary pressures, or the most recent advice on what others think we ought to be doing with our lives.

George Bernard Shaw believed the true joy in life was "being used for a purpose recognized by yourself as a mighty one; the being thoroughly worn out before you are thrown on the scrap heap; the being a force of nature instead of a feverish selfish little clod of ailments and grievances complaining that the world will not devote itself to making you happy."

- **Commit to achieve your vision and purpose.** The chief operating officer of a huge military-industrial company called together 300 of his top managers. Citing lagging profits and high costs, he told them, "The only purpose of this company is to

make a top return on the capital invested. We're not around to build the best products." Little did he know that many of his top managers would leave within the year and that poor morale would sink even lower.

When an organization lacks a compelling purpose, its people cannot help but be uninspired. On the other hand, a leader committed to a forceful vision focuses the energies of the entire organization.

Debbie Meier is trying to do nothing less than create a new system of public education in New York City's Harlem. She took on this daunting task because she truly cares that young people become critical thinkers and creative problem solvers. As superintendent, she insisted on overseeing the entire period of education, from kindergarten through high school, because she knew it required time to build these critical-thinking skills.

Already, the results have been impressive. In the first year, a 5% turnover rate in her schools was one-tenth the citywide average. The dropout rate fell dramatically, and districtwide test scores improved significantly.

Actor John Mahoney stars as a doctor in the new television series *The Human Factor*. At the age of 48, Mahoney decided to follow his childhood dream of acting, and now he says about his acting career, "I'm finally doing what I want with my life."

"George Bernard Shaw believed the true joy in life was 'being used for a purpose recognized by yourself as a mighty one; the being thoroughly worn out before you are thrown on the scrap heap.'"

In 1976, Anita Roddick had a \$6,500 bank loan and an idea she loved: a business that would sell natural body-care products and that would care deeply about the environment, about its employees, and about its customers. She founded The Body Shop. Now, the organization's sales are approximately \$200 million a year, and Roddick's electricity and passion still infuse the enterprise. She says of the people she works with, "You want them to feel that they're doing something important, that they're not a lone voice,



that they are the most powerful, potent people on the planet."

- Abundance is nature's natural state. Abundance comes to those who have the courage to follow their dreams. This brings not only material abundance but connection with the opportunities that are vital to the full expression of one's talents.

Today, thousands of people are doing what they love to do in the most unlikely occupations and making an excellent living. One woman we know loved making unusual sounds with a variety of percussion instruments that she invented. Strange as these sounds were to many non-musicians, she has now introduced her percussion sounds into symphonic music. Her travels take her worldwide playing with various international orchestras.

Phil Bryson was only 13 when he started rock climbing. "By the time I was through college," he says, "I recognized that my real life's work somehow had to be in sharing what I had experienced in my rock climbing. I was committed to offering people the excitement of realizing they could break through their self-imposed limitations to be more than they ever dreamed possible. I had absolutely no idea how I could make a living doing it, but I decided to go for it." Bryson's company, On the Edge Productions, is now 13 years old, and more than 100,000 people have taken his life-changing ropes courses.

No one with a compelling purpose and a great vision knows exactly how it will be achieved. You have to be willing to follow an unknown path, allowing the road to take you where it will. Surprise, serendipity, uncertainty, and the unexpected are guaranteed on the way to the future.

- Make the world a better place by living according to shared values. Values are often thought of as the soft stuff of an organization, something that goes on a bronze plaque in the front corridor. Somehow the values get separated from how the business really runs. Inevitably, employees and customers know it.

When Robert Haas became chairman and CEO of Levi Strauss and Co., the company had a long tradi-

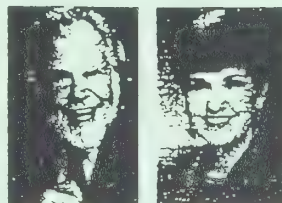
tion of treating employees fairly, providing for their welfare, and actively supporting the community. But, he says, "what really mattered was getting pants out the door." Haas felt that if that attitude continued employees would stop believing in the company. Levi Strauss was willing to bring its aspirations and values into alignment with its actions, both within the company and outside with vendors, customers, and the community.

Ivan Blostone, former president of Leaseways Worldwide Leasing Operations, took a newly formed company in 1960 and achieved close to \$1 billion in sales by 1970 because he hired people with common values who were committed to telling the truth in meeting their customers' needs. Instead of selecting employees primarily because of their technical competence and appearance, he added two critical components—shared values and behavior. By organizing work groups around self-managed teams with common values, their contribution to making the world a better place was greatly increased.

The purpose and values are the heart of the vision that will pull organizations to their future. These ingredients provide the essential elements of successful self-creation: the picture of that future whole. It is the

About 15 years ago, Anita Roddick had a \$6,500 bank loan and an idea for a business that would sell natural body-care products with a minimum of packaging and hype. Today, The Body Shop has annual sales of approximately \$200 million, and Roddick's concern for the environment and for her customers still infuses the enterprise.

internal guidance system, the DNA that allows everything to work together. The purpose, vision, and values furnish the internal reference point for making choices and connections in a complex and rapidly changing world. They endow the individual and the organization with direction to be pulled to the future. □



#### About the Authors

George Land, chairman, and Beth Jarman, president, are founding partners of Leadership 2000, Inc., 3333 North 44th Street, Phoenix, Arizona 85018.

This article is adapted from their book *Breakpoint and Beyond: Mastering the Future—Today*, HarperBusiness, 1992. 261 pages. \$20. To order from the Futurist Bookstore, use the coupon on page 49.





URBAN/MUNICIPAL  
CABON HW A25  
A355  
1992

## CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

### A G E N D A

**DATE:** Wednesday, September 9, 1992

**TIME:** 7:00 o'clock p.m.

**PLACE:** 15th Floor Committee Room, Regional Offices

URBAN MUNICIPAL

SEP 8 - 1992

GOV 'MENT DOCUMENTS

#### 1. GENERAL

- a) Declaration of Interest re: Municipal Conflict of Interest Act
- b) Minutes of July 15, 1992 meeting of the Chairman's Task Force on Sustainable Development
- c) Chairman's remarks

#### 2. NEW BUSINESS

##### 2.1 September 19th Workshop

Agenda for the Workshop on Sustainable Development on September 19, 1992, from 8:30 a.m. to 4:00 p.m.

##### 2.2 Extended Management Team Retreat

Agenda for the Workshop on Sustainable Development for Extended Management Team on September 23, 1992, from 8:30 a.m. to 4:30 p.m.

**2.3 Initial review of implementation team reports.**

Summary of Recommendations and Goals for the consideration of the Task Force.

**2.4 Task Force mandate and official status of reports and vision.**

B. Pearce to address this issue

**2.5 For the Information of the Task Force:**

- a) Correspondence from the Hamilton Public Library Board respecting their response the Hamilton-Wentworth Region's Vision 2020: The Sustainable Region Document.
- b) Correspondence from the Corporation of the Township of Glanbrook respecting their resolution regarding Vision 2020.
- c) Western Lake Ontario Environmental Coalition Events Calendar for the period July - September, 1992.
- d) Article from the Canadian Tax Journal respecting "Financing Urban Growth Through Development Charges".
- e) Article from the "Management" publication respecting "Taking Sustainable Development from Concept to Practice"
- f) Article from the "Management" publication respecting "Decision Making for Sustainable Development"
- g) Article from the Regional Municipality of Ottawa-Carleton respecting "An Economic Vision for Ottawa-Carleton"
- h) Sample of an appreciation letter expressing gratitude to the Implementation Team members.
- i) Sample of a letter of invitation to Implementation Team members to the community workshop.



- j) Sample of a letter of invitation to the general public to the community workshop.

**3. OTHER BUSINESS**

**4. ADJOURNMENT**





1b

## MINUTES OF THE CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

The Chairman's Task Force on Sustainable Development met at 7:00 p.m. on Wednesday, July 15, 1992, in the 15th Floor, Committee Room, Regional Offices.

Present: Chairman (Councillor) D. Ross  
S. Adam, Dr. S. French, R. Korol, J. McDonald, B. McHattie,  
J. Nriagu, G. Simmons, G. Smuk

Absent with regrets: Vice-Chairman J. McCulloch;  
P. Ashenhurst, J. Michaluk, M. Boyak, H. Jardine

Also Present: Messrs. P. Benvenuti, M. Bekkering, B. Pearce; Mmes. L. Sohal;

1. a) **Declaration of Interest re:** Municipal Conflict of Interest Act: None
- b) **Minutes** of Chairman's Task Force on Sustainable Development Meeting of May 13, 1992  
(McDonald/Simmons) be received and adopted as presented. **CARRIED**
- c) **Chairman's remarks**
  - Councillor Ross expressed his appreciation and thanked all the members of the Task Force for the time that they have spent on producing the Final Implementation Reports.

## 2. BUSINESS ITEMS

### 2.1 Receive Implementation Team Final Reports

Councillor Ross asked for comments and feed back from each of the Task Force members regarding their respective team members and the research involved in producing the final reports.

2.2 Proposed Work Program - July to December 1992

- Councillor Ross mentioned to the members of the Task Force that they would not meet during the month of August to allow all of the members an opportunity to review the Implementation Reports that were distributed at this meeting.
- It was decided that in September the Task Force would move to a bi-weekly schedule based on how quickly the meetings were progressing.
- Councillor Ross commented that the general direction the group had followed was very close from team to team.
- September 9, 1992 - will be the first meeting and will allow all for preparation for the conference by conducting a preliminary review of the final recommendations and discussing any problematic areas. Once this review is completed the group will then extract all recommendations from the reports and sort through them.
- September 19, 1992 - this is the date slotted for the Workshop
- Some time during mid-August, staff will initiate advertising to the media and the public through announcements in the Hamilton Spectator and other local newspapers.
- Currently, there are 608 people on the mailing list. The workshop can accommodate 300, but if the number of participants increases, arrangements can be made to accommodate them.
- The reports are final and no changes will be made to them, although public comments are welcome and will be compiled into a separate report. One of the members commented that it was very important to emphasize and make very clear to the public that the reports were not there to be changed. However, the reports are not final policy and the workshop is there to welcome ideas, comments and input from the public. How to move ahead together is the impression that they want to leave with the public.



- 200-300 copies of these implementation reports are going to be printed and delivered to various libraries and municipal offices throughout the Region. There will also be some copies made available to the public through the Regional Clerks Office and the Planning Department at a small cost.
- In order to get a good idea of the number of participants the registration deadline has been set for September 8, 1992.
- It was decided that if a member of the task force could not attend, another member of that team could replace them. All of the team members will be invited to attend the workshop.
- The workshop has been scheduled for 9:00 a.m. to 5:00 p.m. with an hour allotted for lunch time.
- Councillor Ross mentioned how mandatory excellent visual aids were and encouraged everyone to prepare some visual aids with their respective team members and the Task Force would review them at the next meeting.
- The Cultural, Historical and Recreational Amenities Implementation Report was put together by only M. Hornell and one other person. Councillor Ross asked the group to peruse that report in particular and be prepared to discuss the details at the next meeting.
- September 23, 1992 - this date has been allotted for a Special Workshop for extended Management Team which consists of Commissioners and Directors. They will meet with the Task Force for the full day. During the morning session three or four members of the Task Force will present an overview of the Implementation Reports and in the afternoon, Management Team will have the opportunity to initiate a discussion of any items of concern.

### 3. FOR THE INFORMATION OF THE TASK FORCE

The following items were received:

- a) Letter from John Michaluk
- b) Letter from Lloyd Suggett
- c) Letter from Citizens for Citizens
- d) Letter from Mayor's Race Relations Committee
- e) Future Pull: The Power of Vision and Purpose

4. NEW BUSINESS

Councillor Ross brought to the attention of the members that J. McCulloch has temporarily taken some time off from the Task Force due to commitments to her job. In the mean time, he asked if another member could replace her position as the Vice-Chairman of the Task Force.

(McDonald/Korol)

That G. Simmons temporarily replace the seat of Vice-Chairman for J. McCulloch.  
**CARRIED.**

4. OTHER BUSINESS

Next meeting: Wednesday, September 9, 1992

5. ADJOURNMENT

The meeting adjourned at 8:45 p.m.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary



## **Workshop on Sustainable Development, Agenda**

September 19, 1992, 8:30 am - 4:00 pm

1. Coffee, 8:30 - 9:00 am
2. Purpose and introductions, Don Ross, 9:00 - 9:30 am
3. Morning Workshops, 9:30 - 12:00 pm
4. Lunch, 12:00 - 1:30 pm
5. Afternoon Workshops, 1:30 - 4:00 pm

### **Individual Workshops**

#### **Suggested Agenda (Morning)**

1. Purpose and organization, Chairperson, 9:30 - 9:50 am
2. Coffee break, 9:50 - 10:00 am
3. Small group discussions, 10:00 - 11:20 am
4. Summary reports and open discussion, 11:20 - 11:50 am
5. Concluding remarks, Chairperson, 11:50 - 12:00 pm

#### **Suggested Agenda (Afternoon)**

1. Purpose and organization, Chairperson, 1:30 - 1:50 pm
2. Coffee break, 1:50 - 2:00 pm
3. Small group discussions, 2:00 - 3:20 pm
4. Summary reports and open discussion, 3:20 - 3:50 pm
5. Concluding remarks, Chairperson, 3:50 - 4:00 pm

### Purpose of Community Workshop

- To provide the opportunity for people, to make suggestions on possible implementation tools and to comment on the recommendations of the implementation teams.
- To increase awareness of the concept of sustainable development and of the commitment needed to create the community stated in VISION 2020.

### Individual Workshops

#### *Suggested Opening Remarks by Chair of Implementation Team*

- Emphasize that the day is a fun one, and the challenge is break out of the box and think differently. The implementation team members and task force members are here today to listen and record.
- Outline the day's process and the questions to be discussed by working groups.
- Remind participants that what they discuss today is similar to the implementation team reports. All ideas and suggestions made today will be given to the Task Force, to consider, when preparing the final implementation strategy.
- Note that all participants will receive a copy of the workshop proceedings and a copy of the final strategy.
- Divide the participants into smaller discussion groups. If enough recorders and facilitators are available, no more than 10 people to a group.

#### *Facilitating Discussion*

- Task force and implementation team members will operate as facilitators and recorders.
- Questions to initiate discussion:
  - what is missing in the report?
  - what are the opportunities and obstacles to change?



- review topics in VISION 2020 and ask how people would implement these goals.

- how will the recommendations affect you? is this good or bad?

- what type of guidelines would assist people and organizations in decision-making?

- do you think that the concept of sustainable development can and should be applied to the operations of regional government?

- Try to avoid arguments by indicating that each person's point will be recorded and passed onto the Task Force. The purpose is to brainstorm ideas.

### *Concluding the Workshop*

- Allow 30 minutes for the recorders to provide a brief overview of the major points raised in their discussion group.
- Chairperson of the Implementation Team should give a concluding remark thanking everyone for participating. Remind everyone that they will receive final reports and that if they have more to contribute they can submit a written report.





## Extended Management Team

### Workshop on Sustainable Development

#### Agenda

September 23, 1992, 8:30 am - 4:30 pm

1. Coffee, 8:30 - 9:00 am
2. Purpose and introductions, Mac Carson, 9:00 am
3. New Directions, members of task force, 9:15 am
4. Questions to be answered, 9:45 am
5. Coffee Break, 9:50 - 10:00 am
6. Working group session, 10:00 - 12:00 am
7. Lunch, 12:00 - 1:00 pm
8. Working group, prepare summary report, 1:00 - 2:00 pm
9. Coffee Break, 2:00 - 2:30 pm
10. Full session, presentation and open discussion, 2:30 - 4:30 pm

### Purpose of Workshop

- To discuss the changes needed, in the operation and structure of the regional corporation, to implement sustainable development.
- To provide the opportunity for management, to make suggestions on possible implementation tools, to the Task Force.

### Location

- The Hamilton Region Conservation Authority.

### Role of Task Force:

- At least 4 task force members are asked to attend only the morning portion of the workshop. Their role, in both a short 20 minute presentation and during the morning discussions, is to identify the most significant recommendations and directions being discussed by the Task Force.



## MEMORANDUM

\*\*\*\*\*

TO: Members of Task Force

FROM: Mark Bekkering

PHONE: 546-2195

SUBJECT: Summary of Recommendations

DATE: 1992 August 26

Attached is a listing of all goals and recommendations made by the implementation teams. An effort has been made to sort the recommendations according to the five topic headings in VISION 2020. In total there are approximately 100 goal statements and 700 recommended actions.

The left margin contains a code to identify where the statements can be found in the original implementation team reports. The letters indicate the report and the number the page.

AG -	Agriculture, Rural Settlement . . .
EC -	Economy, Livelihood . . .
LU -	Land Use Planning . . .
TR -	Transportation
NA -	Natural Areas . . .
CU -	Cultural, Historical . . .
WB -	Community Well Being . . .
PS -	Physical Services . . .

## GETTING AROUND

### VISION 2020

An integrated public transportation system serves the entire region in an affordable, efficient, and accessible way. Clean forms of transportation predominate. Public streets are designed and managed (including signals and regulations) to accommodate comfortably and safely, public transit, cyclists, pedestrians and automobiles as complementary forms of transportation. The integrated transportation system gives access to all basic needs. Public transit provides all citizens with easy access to activity areas, as well as to neighbouring communities and cities via convenient and frequent inter-urban transit. Most people can walk or cycle to work because jobs and housing are near one another. Major roads have minimal noise and pollution impacts on adjacent lands, and follow routes that cause little damage to the natural and human environment.



## GOAL STATEMENTS

- CU-4 To ensure ease of access to all areas in the Region.
- TR-2 to develop an integrated transportation system for people, goods, and services which:
- meet community needs;
  - provides for the safe movement of the public; and
  - is environmentally friendly, affordable, efficient, convenient and accessible;
- TR-3 to increase the utilization and supply of alternative modes of transportation, such as, walking, cycling, and public transit;
- TR-3 to ensure efficient use of existing resources and infrastructure; and
- TR-3 to ensure the best utilization of available public funds.
- TR-11 To provide a regional road network which will support the economic and social needs of the community.
- TR-11 To develop roads and streets which meet the needs of alternative modes of transportation, such as, walking, cycling, and public transit.
- TR-14 To encourage and facilitate walking as a primary mode of movement.
- TR-14 To develop a sidewalk/walkway system, in conjunction with roads and public transit,
- that provides the necessary framework for accessible, safe, and enjoyable pedestrian movement, and
  - which meets the needs of all citizens (ie. frail elderly persons; people who use mobility aids; and people with impaired vision).
- TR-19 To encourage, increase and facilitate the use of bicycles as a mode of transportation by fully integrating the bicycle in the existing transportation system.
- TR-24 To provide a basic transportation service within the urban area for persons who do not have alternative means of travel available.
- TR-24 To provide a safe, fast, efficient service that is attractive enough to increase the number of people using public transit and decrease the number of people using cars, in particular for people driving from home to work and back.
- TR-24 To provide a transportation service for people with disabilities which is comparable to regular public transit in order to ensure an equal level of accessibility and mobility for all members of the community.
- TR-28 To encourage a shift in lifestyle and behaviour towards transportation choices with the lowest environmental impact.
- TR-28 To raise the level of awareness of sustainable transportation practices.
- TR-28 To encourage a joint ownership of the problem and methods necessary to achieve sustainable transportation.

- PS-38 That low-polluting, energy efficient forms of transportation will steadily displace more heavily-polluting motor vehicles as the standard means of people and goods-movement in Hamilton-Wentworth.
- PS-38 To educate the Region's employees and citizens about the ways in which motor vehicles and equipment can be operated to minimize energy use and air emissions.
- PS-38 Any new land-use plans be thoroughly reviewed in accordance with principles of full cost accounting that includes the minimization of emissions into the air by motor vehicles and industry.
- PS-38 Within five years, 75% of all new residential units in subdivisions approved by the Region should be in integrated communities in which motor vehicles are not required by residents to obtain basic requirements. Such communities would have shopping and recreation within a fifteen minute walk of residential units.
- PS-46 That 60 percent of work-trips should be made using transportation modes other than the private automobile by the year 2020;
- PS-46 That at least 15% of the energy required to power motor vehicles in Hamilton-Wentworth in the year 2005 be provided from alternative sources, and that the comparable minimum figure for 2020 be 50%;
- PS-46 That all possible efforts be made to revitalize the use of railway transportation as a means of moving people and goods.

#### **Principles**

- TR-3 the basic purpose of a transportation system is to support the social and economic activities of our community;
- TR-3 transportation policies must be sensitive to both the natural and community environment;
- TR-3 transportation policies should focus on managing rather than accommodating traffic growth;
- TR-3 transportation and land use planning must be coordinated;
- TR-3 transportation and urban development should be designed on the basis of this order of transportation priorities: walking, meeting the needs of people with disabilities, bicycling, public transit, goods movement, and private motor vehicle; and
- TR-3 all people should have access to an equal standard of transportation service.
- TR-11 Road design should provide for the safe and efficient movement of all road users.
- TR-11 Road design should consider the affect on surrounding land uses, aesthetics, and on cultural-historical and archaeological resources.
- TR-11 Streets must be able to accommodate a multitude of activities (ie. socialization, relaxation, market activities, forum for political action, etc.) while still providing for movement.
- TR-14 A well designed and planned pedestrian network, will support walking as the most, basic environmentally friendly mode of transportation.



- TR-14 A pedestrian oriented community is a more humane place to live.
- TR-14 Increased pedestrian activity discourages vandalism and crime.
- TR-14 Walking as a mode of transport provides health benefits and encourages a healthy lifestyle.
- TR-14 A safe sidewalk system that accommodates motorized wheelchairs and scooters, allows increased freedom and independence for people with disabilities.
- TR-19 Bicycle facilities are an integral part of the overall transportation network.
- TR-19 Bike routes should be safe and continuous; direct routes are required for commuters.
- TR-19 People should be properly educated in driving bicycles.
- TR-19 Facilities should be designed, installed and maintained in accordance with generally researched and accepted principles.
- TR-19 Bicycling requirements should be part of land use planning policy.
- TR-20 Provision of bicycle programmes and facilities should be a coordinated effort between the Region, area municipalities, and boards of education.
- TR-25 The Region must be proactive in improving the utilization of public transit in the community.
- TR-25 Public transit services must be available throughout the urban area of the Region with convenient, direct service to major activity centres.
- TR-25 Users cannot be expected to pay the full cost of public transit. As public transit is of benefit to the whole community, funding for an appropriate level of public transit should be provided by the Community.
- TR-28 Regional Government must provide strong leadership in developing and organizing any public information campaign about sustainable transportation practices.
- TR-28 Regional Government's role includes: coordination and support; informing the public; providing incentives; facilitating public involvement; and leadership through example.

## RECOMMENDATIONS

- PS-38 A Transportation Plan should be developed for the Region that promotes the use of low-polluting, energy efficient forms of transportation and which would have the flexibility to integrate GO Transit, HSR, bicycles, autos and pedestrians.

### Local Government takes a Leadership Role

- PS-39 The Region should promote staggered work hours (particularly for its own employees) for less congestion during traditional rush hours.

- WB-14 Investigate the feasibility of staggered work hours for Regional employees, and lobby other major employers to do the same.

- TR-9 provide incentives which encourage employees and councillors to make use of alternative modes of transportation and reduce the number of motor vehicles on the road. Possible actions include:

- offering free transit passes rather than free parking;
- encouraging ridesharing, car pools, and shared taxis by offering a matching service for employees;
- offering flexible work hours, such as, a compressed work week, a work at home policy, and telecommuting;
- paying employees a mileage rate for using a bicycle in the same manner as, for using a private motor vehicle;
- requiring employees to use public transit when going to meetings, etc. within the urban transit service area; and
- adding bicycles to the municipal vehicle fleet.

- TR-9 encourage private companies to adopt similar programs for their employees.

- TR-9 develop a plan for converting all municipal vehicles to less polluting forms of fuel, such as, natural gas, gasohol, and solar powered vehicles.

The Region and Area Municipalities could develop a partnership with McMaster University for research and development of alternative fuels. A possible action includes using municipal vehicles for the demonstration of alternative fuels. This would develop a partnership which could result in further research and development on alternative fuels, and promote Hamilton-Wentworth as a world leader. (economic development)

- TR-26 pursue continued utilization of alternative fuels and improved bus technologies, in order to reduce air quality impacts of transit vehicles and to improve operating efficiency.

- PS-39 The Region should work to ensure that all Regional, Area Municipality, school board, and other public vehicles are equipped with the most advanced emission control equipment available.

- PS-46 The Region, through the HSR, should continue with its program of changing from conventional diesel buses to public transit vehicles powered by alternative fuels.



### Parking Management to Reduce Motor Vehicle Usage

- S-39 The Region should encourage ride-sharing in automobiles through the use of reduced parking rates for cars with at least one passenger (in addition to the driver).
- CU-4 Discourage the overuse of single driver vehicles.
- TR-8 request the Federal Government to change appropriate legislation to either make free parking a taxable benefit or make free transit passes a non-taxable benefit, or both.
- TR-8 change appropriate zoning by-laws to include a maximum not just a minimum parking requirement.
- TR-8 change appropriate zoning by-laws to allow the exchange of required parking, for programs provided by the developer, such as, promotion of car pools, provision of free transit passes for tenants, and provision of bicycle parking facilities.
- TR-8 request the Province of Ontario to revise appropriate legislation, so that parking lots are taxed according to their development potential.
- PS-39 The Region and Area Municipalities should lobby the Province for the right to charge higher mill rates on parking lots.
- CU-5 Limit the number of parking lots downtown.
- WB-14 Investigate the feasibility of other incentives to reduce use of motor vehicles (eg. reduction of downtown parking spaces, differential parking rates based on number of passengers)
- R-8 direct the Hamilton Parking Authority to develop a pricing structure which discourages all day parking while meeting the needs of other uses.
- TR-8 direct the Hamilton Parking Authority to develop a plan for the provision of parking which reflects the actions needed to promote a sustainable transportation system.
- TR-25 reduce the amount of free or low cost all day parking in areas well serviced by transit (i.e. Regional Centre, Regional Sub-Centres), to provide a greater incentive for public transit use.
- TR-26 discourage free employee parking in geographic areas where a reasonable level of public transit service is available.
- TR-8 enforce resident permit on street parking in residential areas.
- TR-8 develop parking at strategic locations to link with public transit, in order to enhance public transit usage and reduce commuting into the Regional Centre.
- TR-26 develop transit Park-and-Ride facilities in strategic locations, in order to encourage longer distance commuters from outside the urban area to use public transit.
- TR-8 direct the Hamilton Parking Authority to provide preferential high occupancy vehicle parking and rates.
- WB-14 Establish car pool parking lots at strategic locations.

- TR-8 ensure the costs of using public transit are significantly lower than driving and parking in the Regional Centre.
- TR-8 ensure parking areas, in particular multilevel and underground parking areas have safety features, such as alarm systems, video surveillance, and lighting.

#### Reducing Motor Vehicle Emissions

- PS-46 The Region should lobby the Province to impose a level of fuel tax used in transportation that is commensurate with the notion of full cost accounting, which would include the cost of maintaining the road network, costs associated with environmental damages incurred during the extraction, refining, and transportation of fuel, air pollution costs, and indirect health care costs; and that legislation be imposed on manufacturers of transportation vehicles to require that they be responsible for the adequate disposal of these vehicles once these products and their components have reached the end of their useful lives.
- TR-9 investigate the possible use of road pricing or tolls for geographic areas, such as the Regional Centre. All fees collected should be used for development and improvement of public transit.
- PS-39 The Region should lobby the Province to institute a means of curtailing motor vehicle use during high pollution episodes.
- PS-39 The Region should lobby the Province to enforce emission standards strictly for private vehicles and for refuelling such vehicles.
- PS-40 The Region should undertake an educational program to discourage practices such as idling vehicles unless absolutely necessary, e.g. during winter months.
- TR-9 develop and enforce a bylaw restricting unnecessary idling.
- ps-46 The Area Municipalities should ensure that stop signs are not used as a means of speed control, since increased levels of stopping and starting significantly increases fuel consumption and emissions into the atmosphere of engine exhaust, brake-lining particles and particles from tires.
- TR-9 review the location and placement of stop signs, to determine their necessity.

#### The Regional Road Network

- PS-46 The Region, through the Roads Department and Planning and Development Department, should ensure that the Region's roads are as efficient as possible in terms of energy use by automobile and truck traffic.
- TR-11 provide a basic network of truck routes that facilitate the efficient movement of goods within the Region and to/from the Provincial highway system and which also provide direct access to industrial areas within the Region while ensuring a minimal effect on residential areas.
- TR-12 provide a continuous network of arterial roads which allow for the efficient movement of vehicular traffic between activity centres and which offer convenient access to the local street system and to the Provincial highway system.
- TR-12 divert through traffic away from the regional centre and other major activity centres.



- TR-12 accommodate, when appropriate, the pedestrian, cyclist and public transit, as well as, vehicular traffic.
- TR-12 ensure access from major Provincial highways to the Region's urban area above the escarpment and to the Bayfront industrial area.

#### Road Design and/or Construction

- PS-39 The Region should require all Regional road engineers and planners be knowledgeable in the area of air pollution sources, the environmental, social and economic costs therefrom, and the means of reducing such discharges.
- TR-12 use, whenever possible, local products and companies.
- TR-12 design major roads to provide a reasonable amount of buffering from residential areas.
- TR-12 construct regional roads to provincial and national design and safety standards.
- TR-12 provide, according to the speed limit and amount of traffic on the road, appropriate separation between pedestrian, cyclist and motor vehicle.
- TR-12 use local trees and vegetation for landscaping.

Suggested that use ground cover roses as an appealing low maintenance road side plant. These plants discourage weeds and hold the earth on steep embankments. The visual appeal could engender in visitors and citizens a different image of Hamilton-Wentworth. Also affords a potential economic development for the Royal Botanical Gardens through a joint venture between the RBG and the region for the development and sales of plants both inside and outside the region. (economic development)

#### streets

- TR-12 design streets to match to human behaviour, ie. no unexpected changes in levels of sidewalk, little clutter, have audible street crossings, and be cleared of snow.
- TR-12 separate pedestrians from motor vehicle traffic, in major activity centres, with things, such as trees and wide sidewalks.
- TR-12 accommodate people with mobility impairments, by ensuring all poles, posts, hydrants, garbage receptacles, newspaper boxes and benches are situated on boulevards, leaving sidewalks for free and unimpeded travel by people with mobility disabilities.

#### Encouraging Walking

- TR-15 construct sidewalks on both sides of the road, to provide for continuous movement from origin to destination. (Fractured sidewalk construction is not only unsafe but discourages people from commuting on foot.)
- TR-15 ensure sidewalks continue into shopping plazas, recreation areas and other similar public complexes to provide a distinct and safe pedestrian access to these areas.
- TR-15 provide temporary sidewalks in developing areas.

TR-15 ensure construction materials are selected for both comfort and safety.

(Although asphalt provides a more cushioned walking surface it does not provide the colour contrast between path and road that is important to people with reduced vision. Interlocking brick, although aesthetically pleasing, provides an uneven surface that is also a problem for people with sight impairment, and people who are not steady on their feet. People have more difficulty moving a wheelchair over bricks and the jarring effect causes severe discomfort.)

TR-15 ensure sidewalks are of a sufficient width to comfortably accommodate the degree of pedestrian traffic.

(Ideally a small group should be able to walk together in conversation and allow those travelling in the opposite direction to pass without stepping off the pavement. Suggested that the minimum width of sidewalks be increased to 2 metres (6.5 feet). Annual review of sidewalks should examine traffic flows and the need for increased sidewalk width.)

TR-15 construct at every intersection the ramps, with no lip, needed by wheelchair assisted travellers. (The report 'Approaching An Accessible Community' provides design and placement standards.)

TR-15 eliminate the mountable curb.

(This design present many problems to pedestrians. It is not easily crossed by people with unsteady balance, by people with impaired vision, by people in wheelchairs, by baby carriages or even by some lowslung automobiles.)

TR-16 clear all sidewalks, ramps and crosswalks of snow and ice within a twelve hour period after a storm.

TR-16 develop exclusive pedestrian links, such as, plus fifteens in areas of high pedestrian activity and high vehicular traffic.

TR-16 enhance pedestrian safety, at busy intersections, through the addition of pedestrian activated traffic lights, well placed and marked pedestrian crossings, and a pedestrian refuge in the form of an island or median.

TR-16 identify walkways that cross vehicular lanes with changes in paving materials, signs or built elements, such as canopies and arches.

TR-16 reduce speed limits for motor vehicle traffic in areas of high pedestrian activity.

TR-16 provide a distinct separation of vehicular traffic and pedestrian.

TR-16 provide appropriate street lighting that extends the safe walking time well after dark.

TR-16 locate buildings at the minimum setback line with the maximum length of the building facing along the street (streetfront). This will:

- provide for frequent and convenient pedestrian connections between buildings and the public sidewalks;
- provide an interesting and attractive edge to the public sidewalk;
- provide weather protection; and
- provide a continuous edge along the street to visually enclose and define a public street that is comfortable to the pedestrian in its proportions and scale.



TR-17 design store fronts with overhangs that shelter people from snow, rain or harsh sun.

TR-17 develop a streetscape that is visually appealing and makes walking more inviting.

(The addition of well chosen trees that can tolerate a concrete environment and car exhaust, is not only attractive but provides shade in summer and improves the air quality. Benches placed at intervals along the street and at waiting places such as bus stops allow for a place to pause and rest and encourage walkers of lesser physical fitness. The placement of benches should be carefully considered with regard to safety, (not too close to the road) and taking advantage of the sun's warmth in winter and shade from the sun in summer. Waste containers that blend with the streetscape but are convenient to use will encourage pedestrians to keep the street litter free.)

TR-17 develop a policy which ensures a clear path for unimpeded travel by pedestrians and people with mobility disabilities. (ie. the placement of objects, such as, moveable signs, sandwich boards, newspaper boxes, poles, posts, hydrants, garbage receptacles, and benches).

TR-17 develop pathways that provide shortcuts to things, such as, transit stops and corner stores. These paths need to be highly visible and well lit with safety a strong concern.

TR-17 close streets, in areas of high pedestrian activity, to motor vehicle traffic, or design the streets to slow and reduce the amount of motor vehicle traffic.

#### Encouraging the Cyclist

TR-20 develop a campaign to promote the benefits of cycling.

TR-20 support all forms of legitimate bicycle use, whether utilitarian or recreational through regional and municipal initiatives.

TR-20 engage the various Bike Committees in public awareness, promotion and education.

TR-20 encourage instructional initiatives, specifically, on-road training for cyclists.

TR-20 encourage the use of helmets.

TR-20 enforce safe bicycling.

TR-20 petition the Provincial Government and quasi-public agencies such as railway companies, GO Transit and Ontario Hydro to assist.

TR-20 encourage schools to provide on road education about safe cycling.

PS-39 The Region should establish bicycle paths and routes throughout the Region.

WB-14 Create an extensive network of bicycle routes for both commuters and recreational riders.

CU-4 Develop urban and rural cycle paths across the Region.

TR-21 provide lanes and pathways for cyclists and pedestrians in new neighbourhoods.

TR-20 ensure implementation of the 5 year regional bicycle route network plan.

- TR-20 provide 4.25m curb lanes, where appropriate.
- TR-20 construct paved shoulders, where appropriate.
- TR-20 ensure correct installation of catch basin grates.
- TR-20 provide consistency in signage throughout the Region.
- TR-20 review all stop signs along proposed bike routes.
- TR-21 ensure regular street cleaning, particularly, after winter.
- TR-21 investigate the use of bike racks on buses to facilitate Escarpment crossings.
- ps-47 also, the Region should investigate ways in which bicycles can be transported on HSR vehicles with their owners to make cycling a more viable part of the transportation system.
- TR-21 provide incentives for the provision of bicycle parking.
- TR-21 provide sheltered secure places for bicycle parking in municipal parking lots.
- TR-21 provide bike stands in high activity areas as part of sidewalk construction programs.
- TR-21 revise appropriate zoning bylaws to include a minimum amount of bike parking as part of new commercial/institutional development.

#### Making Public Transit Attractive

- TR-26 give priority to public transit over private motor vehicles, to use public road space in areas of traffic congestion.
- PS-39 The Region should establish dedicated lanes for bikes and buses on major streets in the City.
- WB-14 Create "bus-only" and "car-pool" lanes during rush hours.
- TR-26 give priority to buses when they are pulling away from bus stops into traffic.
- PS-5 The Region should reallocate municipal subsidies from roads to public transit.
- TR-26 provide sufficient municipal funding for public transit on an ongoing basis to ensure that a convenient, attractive service is provided to all parts of the urban area at a reasonable cost to transit users. Consideration should be given to developing a transit levy or increasing the share of the transportation budget given to public transit.
- TR-27 expand the Urban Transit Area to include the entire designated urban area. This would eliminate the problem of Area Municipalities changing their level of funding from year to year.
- TR-27 develop transit service guidelines to support ongoing service planning and evaluation activities.



TR-26 integrate, where feasible, school transportation needs with public transit services.

TR-26 pursue a policy of actively encouraging the use of public transit as an alternative to private automobile uses.

WB-14 Increase HSR ridership.

CU-4 Improve public transportation Region-wide.

TR-26 improve the level of public transit to outlying communities in the Urban Area (eg. Heritage Green, Hamilton South Mountain, Ancaster, Waterdown), in order to encourage greater use of transit in these areas.

TR-26 investigate and possibly demonstrate innovative forms of service, such as Paratransit operations with smaller vehicles, for low density residential areas.

PS-39 The Region should undertake trial tests using more flexible forms of public transportation to and from certain areas, e.g. large vans for pick-up and drop-off trips, etc.

CU-4 Investigate establishing a Regional LRT.

TR-26 integrate Regional transit services with GO Transit, in order to encourage greater use of transit for inter-regional commuters.

PS-47 The possible expansion of the GO bus and train system and of current HSR bus or other transit service to presently unserved areas should be investigated;

PS-47 In addition, the Region should begin long-range planning (acquisition of rights-of-way, compatible land-use planning, etc.) for a trolley-car system that could in the 21st Century traverse the urbanized parts of Hamilton-Wentworth, the character of which would have the needed densities of population to justify its use.

#### Accessibility to Public Transit

TR-27 develop a comprehensive plan for improvements to the transportation services available to people with disabilities that will result in these persons having a level of mobility equivalent to the general population.

TR-27 investigate and demonstrate community bus services designed specifically to accommodate the special needs of elderly persons and people with disabilities.

TR-27 develop a long term plan for the integration of transit service for people with disabilities with regular public transit.

TR-27 make available in large print, braille and audio tapes all information on accessible transportation.

TR-27 make signs and other information at bus stops easily seen by using large print.

TR-27 provide at bus stops pavement at the entry and exit points of the bus so that people with mobility impairments, people using wheelchairs and the frail elderly will have easy access.

TR-27 include in bus shelters a display of service hours, frequency of trips and schedule indicating frequency of wheelchair accessible buses.

TR-27 make bus shelters wheelchair accessible.

TR-27 design bus shelters with public safety in mind.

#### Public Information and Lifestyles

TR-28 develop a public education campaign which incorporates the components identified by the City of Toronto, Healthy City Office in its report, *"Evaluating the Role of the Automobile: A Municipal Strategy"*:

- provide facts about the consequences of a behaviour/lifestyle, and its negative effect on the health of individuals and the community.
- provide information about what individuals can do, and how individual action can make a difference.
- provide a range of options, allowing individuals to change their behaviour, according to what is possible for them.
- provide incentives which reward responsible behaviour.
- identify a leader and role models who demonstrate what is possible.
- facilitate group participation (employee, students, community groups, families) in establishing realistic goals.
- allow ongoing feedback and encouragement, including public assessment of results.
- focus activities at the community level through local citizen's organizations, neighbourhood groups, and personal contacts, and ongoing evaluation at that level.
- create coalitions among a diversity of public and private sector organizations to support a common objective.
- maintain messages that foster public awareness and support for legislative changes aimed at mandating desired behaviour changes.
- develop consistent messages that are delivered by a variety of public and community agencies.

#### Railways

PS-39 The Region should ensure that Industrial-Business Parks can be retrofitted with railway spur lines so that when train transport becomes more economically competitive, industrial lots will be adequately serviced.



## OUR COMMUNITIES

### VISION 2020

Urban areas are laid out, and individual buildings designed and located, in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Urban development occurs within firm boundaries. Green corridors bring nature into the city, giving people easy and convenient access to the open countryside, natural areas and continuous public open space along the bayshore and lakeshore. Our neighbourhoods are models of energy-efficiency, waste-reduction and respect for nature. Human needs for space, privacy, safety, and aesthetic appeal are fulfilled.

In the year 2020, we know our neighbours. We live in communities and neighbourhoods together with people of all ages and walks of life. Different kinds of activities and land uses are mixed closely together, so that we can walk to meet our daily needs for work, recreation and other services. Each neighbourhood has a central gathering place where essential services such as shopping, health care, education and recreation are clustered around an attractive, car-free common open space. This gives everyone an opportunity to participate in all aspects of community life. Each neighbourhood has a full range of housing types and prices allowing people to live in their communities throughout their lives. This is true also for former suburban industrial-business parks, which have been re-developed with homes and other activities mixed in with the workplace.

Hamilton-Wentworth is a warm and friendly place where people actively care for their community and are concerned for one another's welfare. The streets and public areas are safe at all times. Neighbourhoods have strong local identity. Residents actively participate in community life, to a large extent, controlling the pace and design of change. The decision-making process is easily understood and open to involvement by all. Politicians and public employees take the actions needed to achieve long-term community plans.

## GOAL STATEMENTS

- CU-2 To protect and enhance the rural landscape.
- AG-9 Preserve Agricultural Lands
- AG-10 Focus Residential Development in Existing Urban and Rural Settlements
- AG-11 Direct non-agricultural development away from agricultural lands.
- LU-8 To minimize the environmental, social and financial costs to the residents of Hamilton-Wentworth of new development.
- LU-8 To minimize urban sprawl, the encroachment on rural and agricultural land and commuting distances.
- PS-4 That development opportunities are provided which promote the efficient use of new or existing infrastructure and services.
- PS-6 That changes to the urban boundary are considered in a comprehensive, consistent manner, with emphasis on the efficient provision of services, and that prime agricultural lands and natural areas are protected from urban expansion.
- PS-9 That population change is managed according to the principles of sustainable development, rather than encouraged at all costs, and that population growth and urban development is only allowed to take place in so far as the Region's environmental carrying capacities are not exceeded.
- CU-2 To protect and enhance the urban landscape.
- TR-6 To ensure the integration of land use and transportation services planning.
- TR-6 To ensure land use planning guidelines support the use of more sustainable forms of transportation.
- TR-6 To encourage and facilitate the everyday use of sustainable forms of transportation, such as, walking, biking, and public transit.
- WB-13 Ensure accessible, affordable and adequate housing for all.
- EC-11 Revitalize neighbourhoods
- CU-4 To enhance rural and urban community and neighbourhood self-awareness and identity.

### Principles

- TR-6 The adequacy of transportation facilities and frequency of public transit service depends almost completely on the density of the residential and employment areas being served.
- TR-6 Providing for and encouraging a more compact mixed land use pattern will better support the use of more sustainable modes of transportation.



- TR-6 The density and location of new residential and commercial/industrial development combined with physical design, will to a large extent determine future levels of public transit usage and other forms of transportation.

## RECOMMENDATIONS

### The Region's Urban Development Pattern

- LU-7 Incorporate the proposed urban development pattern into the Region's Official Plan and develop a regional servicing and transportation strategy to reflect the desired urban development pattern.

#### **Nodes of Activity**

The urban area of the Region already contains a network of activity centres. These include the Regional Centre (downtown Hamilton), the Sub-regional centres (Limeridge Mall & Eastgate Square), municipal downtown cores and other areas, such as Centre Mall. It is proposed that these nodes develop as centres of mixed activity. Each centre should:

- develop a range of residential, commercial, retail, industrial, institutional, and related employment opportunities which is appropriate for its size and function;
- develop as relatively self-contained communities, in order to reduce the amount of inter-urban commuting; and
- develop a full range of housing types so that workers have the opportunity to live and work in the same community.

#### **Corridors**

In addition to these activity centres arterial roadways can operate as mixed use activity areas. Currently in many older areas (ie. Barton Street) the resident population is too small to support commercial activities while in newer areas (ie. Upper James) development has been almost exclusively low density commercial development designed to accommodate the private automobile. It is proposed that major corridors, in particular those served with public transit, be developed with medium density, mixed uses. Mixed use development along activity corridors should:

- offer various combinations of retail, residential, institutional and commercial in individual buildings and between buildings.

#### **Greenspace**

In the urban area of Hamilton-Wentworth there is a large amount of greenspace which could be linked to provide a network of green corridors. Areas, such as the Niagara Escarpment, the Red Hill Creek Valley, Confederation Park, Dundas Valley, Cootes paradise, Gage park and so on, could be linked to form this network.

Also suggested, is the development of a green corridor along the boundary of the urban area, in order to provide a transition from urban to rural land uses.

#### **Suburban Industrial-Business Parks**

The Region's Official Plan designates in each area municipality an area for industrial-business development. It has been estimated that these areas offer a 57 year supply of vacant land for future development. The single use, isolated locations of these areas means people have to travel longer distances to reach these destinations. Encouraging new

development to locate in these areas can mean established serviced areas will decline (ie. the 1,500 vacant sites identified in the 1990 Employment Survey). To a large extent the development in the industrial-business parks has been in the service sector. Many of these activities can be mixed with other land uses, such as residential. The suburban industrial-business parks should be:

- considered part of the urban development area, allowing a range of land use activities, including residential, commercial, industrial, and institutional; and
- developed as mixed use areas rather than as single use segregated areas.

#### Firm Urban Boundaries

- PS-9 The history of moderate population change in Hamilton-Wentworth is emphasized as a positive component of the Regional identity.
- PS-10 Plans to accommodate population change should consider potential impacts on the Regional environment (impacts on air and water quality and the state of land resources).
- AG-10 Commitments are needed from the Province, Region and Area Municipalities to establish urban boundaries which will not change within the time frame of their approved planning documents (Official Plans). Criteria should be included in the Official Plans to evaluate any expansion proposals.
- ag-10 In addition, rural settlements should be limited to existing designated areas.
- CU-2 Maintain urban development within an urban boundary.
- LU-12 The current urban boundary should be designated as the ultimate boundary.
- LU-12 Establish an interim urban boundary based on the current provision of water and sewer trunk lines (approximately 50 to 60% of existing vacant designated urban land).
- LU-12 Only permit rural estate development when it is guaranteed that present and future, environmental, social and financial costs will be paid by the residents.
- LU-12 Designate the existing boundaries of rural settlements as their ultimate boundary.
- LU-12 Designate a area along the urban boundary as a green corridor. The Region in conjunction with area municipalities and conservation authorities should allocate funds over the long term to the purchase of land within the designated green corridor.
- TR-7 target average population density for the designated urban area of the Region, that will achieve a high level of public transit usage. Expansion of the urban area should only be considered when the urban area begins to approach this targeted population density.
- PS-5 The Region and Area Municipalities should plan newly developing industrial areas at employment densities which permit the efficient provision of transit services.



- PS-6 The Region should thoroughly monitor and review the availability and suitability of the supply of vacant industrial, commercial and residential land.
- PS-7 Changes to the Regional Urban Boundary should be considered only during the five-year Official Plan Review. Through this process, the community has the opportunity to consider the various alternatives for accommodating growth and to identify a preferred option.
- PS-7 Changes to the Regional Urban Boundary should be based on the need for additional land to permit the development within a ten-to-fifteen year planning timeframe. Population projections and a review of alternative scenarios for development within the existing urban area are considered.
- PS-7 The Region should establish a stakeholder group/task force consisting of citizens and representatives from a range of community groups, business, and labour, to guide the public participation process for all future Official Plan Reviews.
- PS-7 If additional urban designations are required, the various options should be assessed according to financial costs and benefits (e.g. cost of servicing, not just construction but maintenance etc.), environmental impacts (e.g. impacts on natural areas and loss of prime agricultural land), and social considerations (e.g. provision of affordable housing, access to services).
- PS-7 Area Municipal Official Plan Amendments for expansions to the urban area should be initiated only after the lands have been approved by Regional Council for urban expansion during the five-year Official Plan Review (see above). Urban expansion is a long-term, strategic planning exercise, and as such, should be most easily and appropriately accommodated in the major O.P. Review.
- PS-7 Regional policies must be clear, and clearly communicated to the development community, whose business is heavily dependent on these policies and how they are interpreted. For example, no Regional representative (political or staff) should imply to landowners/developers that excess capacity in roads or sewers will lead to the inevitable expansion of the urban envelope to that area.
- PS-5 The Region should address the oversupply of land designated for industrial use by redesignating for other uses (e.g. mixed commercial-residential) and/or formulating staging policies so that industrial areas are serviced only as the existing industrial land supply already serviced is depleted to a certain level (e.g. 10-year supply).
- PS-5 The Region should more closely co-ordinate its long-range land-use planning (through the Official Plan) more closely with plans for infrastructure provision. The Official Plan should be more precise about which areas will be serviced next, and about which areas will be allowed to develop in which order.
- PS-5 The Region should undertake detailed land-use planning (i.e. individual site and subdivision) only after having undertaken detailed environmental analyses and infrastructure provision studies. Environmental analyses should include subwatershed planning and stormwater management studies, examinations of existing natural resources and remaining natural heritage areas, and evaluations of carrying capacities related to septic system use, groundwater use or other pertinent issues. Infrastructure provision studies should provide estimates of construction, maintenance and operations costs as well as environmental degradation associated with construction according to alternative scenarios.

Urban Structure, more compact and diverse

- TR-7 develop policies which support and encourage a more compact urban form and which allow for increased diversity and density.
- TR-25 increase the density of land use, particularly residential developments, in order to facilitate the provision of convenient, affordable and efficient public transit service.
- AG-10 Alternatives for Strip Development and Urban Sprawl
- Current official plans contain numerous policies to control development and urban sprawl but strict implementation of the policies has been lax. The Region and Area Municipalities must strongly support compact urban form and intensification within existing designated settlements, and reinforce their commitment to directing development to existing rural settlements.
- EC-13 Integrate work places with residential and other community uses and green open space.
- Encourage work at home industries and small cottage type industries.
  - Neighbourhood and development plans should be scrutinized to ensure that they promote the integration of economic activities, a mix of people, a vibrant neighbourhood setting and a sense of community.
  - The Regional Municipality of Hamilton-Wentworth should consider amending their Official Plan, and encouraging area municipalities to amend their local official plans, to incorporate a broad array of suitable employment, education, commercial, leisure and residential uses in neighbourhoods throughout the Region.
- LU-12 Designate in both the Region's and Area Municipal Official Plans the recommended mixed use nodal urban development pattern.
- LU-12 Identify in the Official Plan the ultimate employment and residential densities for each activity node.
- LU-12 Provide public transit service between the activity nodes which is fast, efficient, cheap and convenient.
- LU-12 Provide appropriate municipal services in each activity node which accommodates the desired development density and when needed.
- TR-7 locate high traffic generating land use activities close to public transit corridors and stations.
- TR-7 locate new commercial development in more concentrated nodes rather than in low density strip developments along arterial roadways.
- TR-7 develop an initiative similar to the Main Street housing program in Toronto (increased residential development above commercial strips along transit corridors) for Hamilton-Wentworth.
- TR-7 designate the suburban industrial-business parks as mixed use centres allowing residential, commercial, institutional and light industrial land uses.
- TR-7 develop guidelines for the physical design of neighbourhoods that ensure quick and easy pedestrian access to transit stops. The design should be based on a maximum 400 metre walk to a transit stop.
- TR-7 increase the supply of housing in the Regional Centre, in order, to reduce the number of people commuting into this area.



WB-13 Affordable Housing and Mix

- Support the implementation of the recommendations of the Regional Chairman's Task Force on Affordable Housing.

CU-3 Encourage parks and open space.

CU-4 Provide a central meeting place in each neighbourhood.

CU-2 Investigate and encourage the use of present rights of way and radial lines in transportation links with leisure, heritage and cultural sites (e.g.: the old incline).

Urban renewal and redevelopment

CU-2 Encourage re-development within the urban area.

EC-11 Give neighbourhood revitalization a high priority in local government and clearly define responsibility and accountability for it.

EC-11 Make physical improvements in the community.

- Encourage surplus public, institutional, and business land be made available for allotments for small market gardens.
- Liaise with senior levels of government to secure funding.
- The Region's Environmental Services Department should develop a plan to help volunteer groups and other organizations undertake environmental clean-ups.
- Give facelifts to old buildings, and where necessary new buildings.

EC-12 Develop a community revitalization tracking model for Hamilton-Wentworth.

- Develop and implement a community revitalization "tracking model" to show the effects of specific Task Force recommended actions and measure their degree of impact in achieving a sustainable level of development in the community.
- Document in written and video format existing conditions, the plan of action, and the implementation experience. Distribute these materials across the community and to other communities, emphasizing the need for involvement in implementation of sustainable development strategies.

EC-12 Promote neighbourhood and inner city redevelopment.

- Investigate methods of providing incentives for redevelopment activity in designated areas.
- Investigate methods of providing incentives for projects that meet sustainable development criteria.

PS-5 The Region should focus economic development strategies on redevelopment, infill and use of vacant buildings within the existing developed area.

PS-7 There should be an emphasis on redevelopment in the Region; Regional Official Plan policies should encourage the construction of commercial, residential, and industrial structures in infill areas in urban locations.

LU-10 The Economic Development Department should focus its efforts on facilitating and encouraging new businesses to locate in the developed urban area. For example, encouraging new businesses to locate in municipal downtowns as opposed to the suburban business parks.

- LU-10 Use non-profit housing corporations and their developments as possible seeds for development in certain areas of the Region. The Provincial Government should be encouraged to ensure adequate funding is available to these housing projects and that funding programs offer the flexibility to try smaller more innovative projects.

Preserving Agricultural Lands

- CU-2 Prevent urban encroachment on the land.
- CU-2 Limit redevelopment of hamlets.
- CU-2 Limit golf courses, landfills, wrecking yards.
- CU-2 Ensure Regional undertakings respect the rural landscape.
- CU-2 Recognize the importance of agriculture in the Regional identity.
- AG-9 Restrict Rural Severances
- all severances on agricultural lands should be phased out by 2020 and a further target of the year 2000 set for the establishment of a "transition period" to accommodate the change. The transition period will be required to accommodate those farmers planning for their future under existing policies.
  - Eliminate severances for retirement and sons and daughters but provide alternatives through retirement communities, transferable development credits or development in non-agricultural area. The emphasis in these cases should be on the long term use of the land for agriculture.
- CU-2 Limit severances.
- PS-8 The Region should establish targets and policies to strictly limit or eliminate rural severances, expansions to rural settlement areas, rural estate development, rural mobile home development, and site specific amendments to permit urban uses in rural areas, based on the cumulative impact of these developments upon agricultural land, natural features, ground water quality and demand for infrastructure and services.
- PS-7 The Region should change the mandate/mode of operation of the Land Division Committee, to establish a clear set of rules for decision making.
- AG-9 Agricultural Land Preservation/Trusts
- Designation of Prime Agricultural Lands (soil classes 1, 2, 3 & 4) in Official Plans as Agricultural Land Reserves and the adoption of policies for protection from non-agricultural intrusions.
  - Development of a system to provide for land management by the farmer, who would retain the land in agriculture.
- PS-8 Regional rural land trusts should be developed in the "most rural" area municipalities (e.g. Glanbrook) in order to compensate them for the lack of urban development opportunities and resulting tax revenues. The trusts will be contributed to by area municipalities where urban development is occurring. These areas will be preserved as rural/agricultural for the benefit and enjoyment of all of the citizens of Hamilton-Wentworth.



AG-10 Purchased Development Credits

- Establish a system which provides alternatives to rural residential development whereby farmers can sell development credits redeemable in designated receiving areas (urban/rural settlements), either for the development of single lots or by increase in density.

AG-10 Land/Agricultural Database

- Develop an extensive information source for future decision making is needed, containing data on ownership, crops, soil capabilities, development activities and so on. This would be a vital tool in assessing agriculture and rural development proposals. This information system should be established at the Regional or Provincial level yet accessible to both and other related agencies (Federation of Agriculture, etc).

AG-11 Proactive Approval Directing Development to Designated Settlements or Industrial/Business Parks

- Prevent rural land use conflicts between farming operations and non-agricultural uses. There must be a change in mind set to "think agriculture first" and a greater emphasis on long term farming in decision making processes.
- Strong policies at the Provincial, Regional and Area Municipal levels are essential to direct future development away from agricultural lands.

AG-10 Pilot Projects/Anchor Farms around Urban Areas

- Establish Anchor farms on publicly owned lands (or other available private sites) around urban boundaries. These would consist of a series of farms set up under long term lease arrangements with a farmer to live on and farm the land, creating a ring of viable farm operations around the urban fringe to provide a sense of stability in the rural area.

PS-8 The Region should adopt Official Plan policies which recognize the value of, and protect, agricultural uses on the urban fringe (i.e. small farms interspersed with urban uses as well as natural areas).

Regulatory Reform and Development Standards

PS-5 The Region should organize an annual conference for municipal engineers on alternative standards and sustainable development.

CU-3 Ensure flexibility in zoning.

EC-11 The Region and area municipalities should change zoning by-laws, official plans and design standards to reflect sustainable development principles (e.g., road and landscaping design to minimize storm water run off, energy conservation in buildings and residences, and more opportunity for walking, cycling and public transit).

LU-13 Develop a comprehensive zoning bylaw which allows greater flexibility and is simplified to a maximum of 10 categories.

LU-13 Revise appropriate legislation to allow the zoning bylaw to control building style.

LU-13 Examine the possibility of using performance zoning.

LU-13 Zoning bylaws should allow a mix of land uses (residential, commercial, retail, entertainment, recreational, and light industrial) plus a mix of densities (single detached, row housing, low rise apartments).

LU-13 When appropriate require buildings to locate at the streetfront.

- LU-13 Reduce the maximum parking requirements.
- LU-13 Allow trade-offs, such as, reduced parking requirements for provision of employee transit passes.
- PS-39 The Region and the Area Municipalities should include in their approvals process for new development a procedure that incorporates sustainable development principles (when adopted by Council) that accounts for air emissions and energy efficiencies.
- LU-13 Review of neighbourhood and Secondary Plans & Plans of Subdivision should include:
- distance to transit stops (maximum 5 minute walk);
  - identify location of transit stops;
  - distance to neighbourhood facilities;
  - provision for cycling;
  - construction of sidewalks and pedestrian walkways; and
  - sidewalk design with pedestrian amenities, such as, design for the mobility impaired, and protection from wind and sun.
- LU-14 Site plan review should include following concerns:
- direct uninterrupted pedestrian access from building entrance to public sidewalk;
  - the access needs of people with disabilities;
  - buildings should be located as close as possible to the streetline;
  - parking and storage for bicycles;
  - pedestrian amenities should be provided for protection from wind and sun; and
  - municipalities when appropriate should request sidewalk improvements, transit shelters and other amenities.
- TR-25 place greater emphasis on the pedestrian, cyclist and transit accessibility in the planning of new developments.
- TR-25 coordinate subdivision planning for new areas with transit services so as to ensure appropriate roadway facilities for bus operations with good connecting links for pedestrians and cyclists from the surrounding neighbourhood. Transit stops should be no more than a 5 minute walk.
- TR-25 ensure, during the planning stages, the integration of provision for bus services with major new developments in the Regional Centre, Regional Sub-Centres, and Area Municipal downtown cores.

#### Financial Tools

- PS-5 Eliminate all Regional subsidies for extension of water pipes to rural areas.
- LU-9 Development Charges Should:
- be greatest for those developments which require new services while those which can show that they will require no additional or new services should be charged the lowest;
  - vary according to the type of development and reflect probable social and environmental costs. Low density development should pay a higher fee than high density development;



- be charged according to geographic area. High density areas designated for mixed use development should have lower fees while greenfield development should pay the highest fee; and
- be set in relation to a desired or optimum density level. If a development is below the desired density (defined in neighbourhood/secondary plan) it should pay a high charge because it will make inefficient use of services. If a development is above the desired density there should be a high charge reflecting the cost of providing new services. Flexibility could occur by allowing appropriate density transfers in the geographic area defined by the neighbourhood/secondary plan.

- PS-5 The Region should use development charges to encourage the efficient use of land through redevelopment, intensification and higher densities in newly developing areas.
- LU-9 Similar to development charges property taxes should reflect the true environmental, social and financial costs of providing municipal services. Property taxes should be lowest in high density development areas while greatest in low density areas. Market value assessment does not encourage the development of a sustainable urban area.
- LU-9 Remove the barriers in the existing property tax structure which discourages rehabilitation of the existing building stock (ie. any home improvement costing more than \$5,000 result in a reassessment of the property).
- LU-9 Revise the property tax system to allow municipalities the ability to direct urban development according to the principles of sustainable development (ie. allow the local municipality to set assessment rates).
- LU-10 Programs should be developed in partnership with municipal government to offer special loans for people willing to invest in the redevelopment of areas, such as Barton Street.
- PS-4 The Region should request that the Province review its financial policies with a view to encouraging compact urban forms; this review should have regard for natural resources features which have traditionally been considered to have no economic value.

#### Public Involvement

- EC-11 Use effective consultation processes to develop neighbourhood and community action plans. The process should involve all stakeholders and should identify actions and assign responsibilities.
- CU-4 Enable citizens to participate in identifying the needs for their neighbourhood.
- CU-4 Help neighbourhoods to identify their attributes and catalogue these features.
- CU-4 Encourage participatory research and planning on the basis of natural social areas, not arbitrary administrative boundaries.

#### Responsibility and Government

- EC-12 Ensure all standards and regulations are followed and upheld.
- Strictly enforce all existing regulations.
  - Write and enact a by-law that makes local politicians and department heads legally and criminally responsible for their actions and inactions.

- Develop criteria based on sustainable development principles to evaluate proposed development projects in the Region which require official plan amendment or rezoning.
- PS-8 The Region should request that the Province change the mandate of the Ontario Municipal Board, so that cases are considered only when principles of natural justice and/or Provincial policies are violated.
- PS-8 Following from above, there must be consistent review of development applications at the Regional and Area Municipal level. This is vital if all of the "new rules" of sustainable development are to be learned by the development industry, and respected.
- PS-8 The Region should establish a working group consisting of Regional staff, politicians and community representatives to examine alternative political structures/arrangements (e.g. one tier government, directly elected Regional politicians) which would provide incentives for bringing broad, long range perspectives to decision-making.

#### Generating Ideas

- PS-40 The Region should hold competitions and design charettes for urban design projects that would indirectly lead to improved air quality in Hamilton-Wentworth.
- LU-15 Host an architect/developer competition of innovative urban designs with press coverage and public viewing.
- LU-15 Host a high profile respected spokesperson (ie. David Suzuki).
- LU-15 Ensure the involvement of environmental/conservation groups which already have well established promotional strategies.
- LU-15 The Regional Chairman should designate a "Sustainable Development Week" during which activities focus people's attention on the issue.
- LU-16 The Region should work with the local Boards of Education to include the concept of sustainable development within the environmental studies program.
- LU-16 Should prepare models and drawings of the Region in the year 2020 which show how the Region would look if urban sprawl continues and if the proposed development pattern is constructed. Cost analysis to the taxpayer should be part of the presentation.
- LU-16 Encourage the local press to feature neighbourhoods that present the qualities desired in a sustainable community.
- LU-16 Set an example of sustainable practices in gardening through maintenance of parks.



# LIVELIHOOD

## VISION 2020

A stable, flexible economy is achieved through the effective use and development of all community resources. This means not only land, capital equipment, and community services, but the continued improvement and retention of a skilled workforce. Economic strategies, set through a cooperative process involving citizens, business, government, education and labour, include effective job-training and re-training programmes. All people can find employment opportunities in the region.

The region is home to numerous firms that carry out research and development and manufacture in sustainable economic sectors. Successful companies are characterized by high production quality and worker productivity, and innovative employment practices such as on-site daycare, jobsharing, work-at-home arrangements, and cooperative, community-based job creation. These companies provide a solid tax base for the region. Business and industry actively participate with government in advanced skill training programmes, including programmes designed to enhance employment accessibility for people with disabilities. Firms are at the forefront of energy efficiency; and pollution control and prevention; and material re-use and recycling.

Hamilton-Wentworth is now home to a whole new economic sector based on the natural resources of the region. Hamilton Harbour is a base for nature-oriented tourism and recreation, that includes the Niagara Escarpment, waterfalls and Carolinian forest areas of the region. The harbour is a vibrant centrepiece for the community and is accessible, clean, and humming with diversity. Recreation co-exists with use of the harbour as an essential marine transportation link.

Agriculture, now considered a strategic community resource, is a vibrant part of the regional economy, which makes a valued contribution to our overall quality of life. The farming community is economically viable and environmentally sensitive, capable of supporting family farming operations that are competitive internationally. The farming community is in harmony with neighbouring urban areas using clean, organic urban waste to enhance the soil. Prime agricultural land is recognized by all citizens as irreplaceable and strong policies and programs ensure its continued use for food production. Moreover, agricultural soils are continuously improved through the widespread use of sustainable farm practices. Vacation farming ensures an enhanced profile for local agriculture.

## GOAL STATEMENTS

- EC-14 Increase the number of businesses that are non-polluting and those that actually produce quality of life products that control, reduce and prevent pollution.
- EC-17 To improve the ability of local businesses to compete both locally and in the global market marketplace.
- EC-21 Plan for appropriate wealth and job creation which will provide all citizens with an opportunity to have an income to meet, as a minimum, the necessities of life
- WB-9 Create an economic climate that will ensure everyone has an equal opportunity to find meaningful employment and receive a fair and adequate income (Refer to the Report of the Implementation Team on Economy, Livelihood and Workforce Education).
- AG-17 Enhance the Opportunities for Consumption of Local Farm Products, including healthier/organic foods
- AG-13 Provide Education Opportunities to farmers re: current problems, business management and ventures

## RECOMMENDATIONS

### A Skilled and Active Workforce

- EC-19 Encourage local employers to undertake training in the workplace and encourage local employers and employees to adopt a lifelong learning culture.
- Develop a "matching program", co-sponsored by, for example, the Chamber of Commerce, the Rotary, Employment and Immigration Canada, and the Region, where local workers, including those on unemployment insurance and social assistance, are matched up with local business development initiatives.
  - Designate one community organization to collect, keep current, and disseminate information on training, education and related government support programs. This work is being done at the Hamilton Public Library in the form of the Skillsource project and it will be tied into Skillslink, a similar Ontario wide initiative.
  - Determine where funding to advertise and promote Skillslink will come from. Potential sources include: Region, Hamilton Public Library, Federal government, Provincial government, end users).
  - Form a competitiveness network to make business people aware of the need to adopt competitive practices in the workplace.
  - A group should be formed to define and implement a plan that promotes the concept of lifelong learning in the community, or alternatively, the responsibility for this should be assigned to a Regional government department.
  - A community task force should be established to:
    - i) promote more effective, focused and coordinated training programs;
    - ii) promote more involvement on the part of the private sector in job training and retraining;
    - iii) recommend to the Ontario Training and Adjustment Board (OTAB) names of persons to sit on the Local Training and Adjustment Board (LTAB);



- iv) work with the OTAB and the Canadian Labour Force Development Board (CLFDB) to assist in the process of establishing the LTAB;
- v) ensure that existing initiatives are built upon and not lost; and,
- vi) recommend any actions it feels will lead to effective establishment of the LTAB.

WB-9 Institute training, retraining programs and retirement preparation programs for displaced workers.

EC-20 Encourage entrepreneurship both in the school system and the community.

- Encourage local boards of education to include entrepreneurship and business studies in their curriculum.
- Have educators and guidance counsellors present business ownership and entrepreneurship as viable career options.
- Encourage participation in entrepreneurial activities, e.g., junior achievement.
- Expand cooperative education programs.
- Develop and administer modern and appropriate advertising and promotion techniques to reach individuals in the community with the message of entrepreneurship.

EC-15 Help individuals and organizations in the community to obtain the skills needed to play leadership roles.

- Assist in the acquisition of skills to enable people to effectively participate in community affairs.
- Implement a recruitment strategy which incorporates identification, training and placement of individuals within leadership settings in the community.
- Undertake an exercise to identify key organizations that should act as leaders on particular projects and existing mechanisms that could best be utilized during implementation.

EC-23 Create and make available up-to-date labour market information.

- Designate one community organization with the responsibility for the collection and collation of labour market information on an ongoing basis for dissemination to all interested community organizations.
- Define the information which is required by community organizations.
- Implement systems which will permit ready collection and distribution of data.

Note: A sub-committee of the LMCN has been formed to decide on the best ways to implement these actions.

EC-24 Improve links between education, training, business, and other organizations.

- Encourage firms and businesses to adopt schools.
- Consult with local stakeholder groups in setting school curricula.
- Encourage key stakeholder groups to meet and identify common actions and strategies that would link them productively.

- EC-24 Develop stronger links between the Economic Strategy and human resource development plans.
- Recruit individuals in the areas of education and training to be on the technical advisory committee that is advising staff on the update of the Economic Strategy.
  - Utilize the LMCN's "Call to Action" report as the basis for a Human Resources Development Plan.
  - Consider elements from the LMCN's "Call to Action" report for inclusion in the updated Economic Strategy.

- EC-24 Improve the education system.
- Form a group of community stakeholders (educators, business people, and citizens) to get on with the job of improving the education system based on the findings of existing studies.
  - Encourage the three local school boards to come together to develop ways of reducing duplication of costs and effort.

CU-5 Provide education to equip people for changing industrial conditions.

WB-16 Have in place local mechanisms developed jointly by government, educators, business/industry and organized labour to link skill and knowledge formation and retraining to the requirements of the economy.

WB-16 Enhance the value placed on skilled trades.

WB-16 Develop greater opportunities for training in skilled trades, in relation to identified community needs.

WB-16 Increase the proportion of adults who are functionally literate.

WB-16 Increase the number of young adults who have completed high school.

#### Making Employment viable for All

- WB-9 By 1995, develop programs to support gainful and meaningful employment for both low wage workers and employable persons with disabilities, to ensure these persons are better off, financially and otherwise, through employment than through social assistance.
- WB-10 By 2020, reduce the level of unemployment among employable people with disabilities to at most the community average.
- Provide people with disabilities with personal and environmental employment supports, including physical access, suitable work environment, suitable transportation, and training skills development programs.
- EC-22 Support and develop community initiatives designed to respond to various barriers to employment and human development.
- Encourage employers to adopt modern business practices that will permit freer access to employment for all individuals, e.g., child care, access and training for the physically disadvantaged, job-sharing and job rotation.
  - The Region should support initiatives such as the Hamilton-Wentworth Employment Consortium and the Promise the Children Poverty Forum.



- The Region should undertake a comprehensive review of regulations and ordinances that appear to impede industrial development and redevelopment.

#### Support for the Local Business Community

##### EC-21 Preserve the existing business base in Hamilton-Wentworth.

- Review existing tax requirements and business regulations and amend or remove those that impede business development.
- Create an awards program for excellence in productivity improvement in various categories.
- The Region should join with other organizations to develop a program to help skilled employees establish their own businesses when the companies they work for down size or close.
- Develop and implement policies to support viable farming operations.

##### AG-17 Labelling of Local Farm Products

- Implement labelling of local/regional/provincial or national produce by the Province to encourage purchasing of goods which will benefit "our" agricultural economy.
- Promote the establishment of a Local Produce Section(s) in participating supermarkets in the Region, where consumers have the option to buy clearly identified local produce.

##### AG-17 Food and Beverage Parks, other food processing industries

- The Region must promote the establishment of food processing operations in the region which use local produce

##### AG-17 Quality, Healthy, Organic Foods

- Emphasize the excellent quality of local produce; freshness, reduced chemical use, and availability.
- Since consumer preferences appear to be changing, then farmer's attitudes toward organic foods and the methods of producing healthier foods will have to change.
- The Province must realize the importance of relating healthier foods and better eating habits to improved overall health and lower health care costs. Promotional programs on these items need to be created, with the Province playing a lead role.

##### AG-18 Farm Markets in Each Municipality/Roadside Stands

- Reinforce these issues as addressed earlier in the report under recommendations on viability. It is important to re-emphasize their significance as an opportunity for the residents of this Region to purchase local farm products. The economic benefits realized from these situations are augmented by increased public awareness about agriculture through direct contact between producer and consumer.

##### EC-21 Diversify the economic base of the Region.

- Target specific segments for attention i.e. world leadership in pollution control, reduction in waste management and recycling.

- Encourage the Ministry of the Environment and other provincial ministries to locate their main offices in the Region.
- Develop a model business research park geared toward environmental technologies.
- Encourage small cottage-type and work at home industries.
- The Region should provide funding for an innovation centre for sample product manufacture.
- Consider business alliances based on existing strengths in the community in order to develop products for the world market.
- Develop a work at home computer network linking resources at McMaster University, Mohawk college, the Canada Centre for Inland Waters. Typical work could be development of software packages for environmental design processes.

EC-17 Make information on government assistance to business more readily available and accessible.

- Directly publicize existing information sources to present and potential users.
- Set up an information booth in shopping malls and libraries.
- Have government information services open outside normal office hours.
- The Region should reduce "red tape" to a minimum by providing businesses and entrepreneurs with information packages on permits, business licenses, and grant applications.

EC-17 Make government more aware and responsive to the needs of business.

- Have local government staff and elected officials visit local businesses on a regular basis.
- Send local government staff on small business management and development courses and encourage secondments of government staff to, and work exchanges with, the private sector.

EC-18 Encourage locally owned and controlled businesses.

- Provide small business start up assistance in neighbourhood locations and in a format and language(s) that fits the neighbourhood.
- Maintain and update a list of local investors and entrepreneurs with a view to providing funds for new ideas.
- Establish a community equity fund to fund small business start ups.
- Explore new and old sources of venture capital and business loans, e.g., credit unions, cooperatives, and labour venture funds.
- Find ways to ensure that financial support is accessible to entrepreneurs originating from within the community.
- The Region should establish, or incorporate into an existing private or public agency, a body whose function it is to promote the substitution of imports by competitive local products.



This body would accomplish its goal primarily by:

- a) acting as a matchmaker between local suppliers and buyers;
- b) sponsoring and promoting trade shows whose theme is import substitution; and,
- c) educating local consumers on the job creation and retention possibilities, possibly through a local media campaign.

- The Region should establish or promote the establishment of a local self-reliance institute which seeks to help high visibility businesses, institutions and local governments to examine their energy, waste, water and materials flows, and then to use their wastes as raw materials.

EC-18 Encourage and support research and development activities by local firms, especially those involved in environmental products or alternatives strategies for small business development.

- Carry out a review of the local research underway in these areas.
- Create a centralized resource centre that details the types of initiatives being undertaken. This centre should be accessible to all individuals, entrepreneurs and small businesses.
- Help researchers and companies to obtain grants from the 'Green Plan' to fund initiatives and projects.
- Promote and assist in the development of more small business and research/production process incubators in the Region, e.g., tax defaulted property could be leased out as incubator space.
- Develop mechanisms to encourage commercialization of innovative products, processes and services.

#### Opportunities in the Environment

PS-32 The Region should actively attract specialized recycling and waste reduction industries and technologies.

EC-14 The Region, in concert with other groups, acts to raise the awareness of business opportunities in the environmental industry sector.

- The Region of Hamilton-Wentworth joins with other regions and the Ministry of the Environment to issue specific challenges for an environmental products competition, e.g., what products can be made from used tires?
- The Region holds an annual sustainable development products showcase symposium.

EC-15 Directly support and promote the emerging local business sector that deals with pollution control, reduction and prevention and other quality of life products.

- Provide meaningful incentives, as a Regional package or program, to businesses which produce or service pollution control and prevention products for local consumption and export.
- Make a concerted effort to assist environmental businesses already in the Region to expand and to attract businesses with expertise in pollution control, reduction, prevention, waste management and recycling to the Region.
- Establish a task force consisting of local industry, environmental groups and citizens to study innovative and appropriate uses of available sites around the Bay.

- Assist local businesses to export quality of life products such as water, air and soil quality technologies, strategies and recycling programs developed in the Region.

EC-19 Emphasize science and technology as a key for future economic growth.

- Establish an organization responsible for the advancement of science and technology in the community.
- Continue the work being done by the Hamilton Public Library, the Region and the Business Advisory Centre to establish a Technology Transfer and Diffusion Unit.
- The boards of education, educators and councillors should promote courses and careers in science and technology.
- Fast track realization of the GHTEC and provide support for private sector business incubators. Find alternative ways to establish the GHTEC if present proposals are delayed. Once established, encourage student groups and others to tour the GHTEC.

Agriculture an Important Component of the Local Economy

AG-11 On Farm Processing and Marketing

- Revise Official Plans and Zoning By-laws to provide greater flexibility in allowing roadside produce stands. These stands will allow the farmer to sell directly to the consumer and add revenue to the farm operation.
- Allow the processing of farm products to occur on-farm as permitted uses within the context of municipal planning documents. In addition, home occupations and other similar uses, on a "limited" scale should be permitted. The Region and local municipalities should be directed to revise the appropriate documents to allow the above-noted items.

AG-11 Farm Markets

- Permit the sale of farm produce directly to the public as a means of improving farm viability in many sectors of agriculture. Some farm markets do exist (most notable is the Hamilton Farmers Market), but there is a need for a major farm market (selling mostly local produce) in each area municipality. The Regional Economic Development Department in concert with the Federation of Agriculture, Area Municipalities and local farmer organizations should investigate the establishment of these markets throughout the Region.

AG-12 Farm Income Support

- Restructure the farm support system. The existing system of farm support is not sustainable, is viewed by the public as "hand outs" and is not the best system for the farmer. It is based on paying the farmer for production or gaps in production when it would be more beneficial to pay the farmer to be a manager of the land or to practice conservation measures. When farming becomes viable the support system can be eliminated.

AG-12 Fair Taxation

- Support Federation of Agriculture in its efforts on tax restructuring.
- Establish a relationship between the land and rural property and tax according to the "benefit of taxation" principle. Tax only residential component of farm (no tax on agricultural land).



- The current method of property assessment creates an unfair tax burden on farmers. Revise assessment so that farmland is assessed only as "farmland"

#### AG-12 Sales Flexibility (to local stores)

- Establish more flexible food purchasing and inspection practices are needed to allow local farmers to sell to food stores. Presently, there are restrictions which limit these opportunities. The Federation of Agriculture in conjunction with the Region (Economic Development Department) should investigate the opportunities to expand the local market for farm produce. In addition, area grocery managers should be encouraged to buy local produce.

#### AG-12 Higher Food Prices

- Promote changes in consumer attitudes to accept higher food prices for high quality foods, to reflect a more realistic relationship between the costs and returns in farming.

#### AG-13 Labour Law (agriculture specific)

- Continue to base specific sections in labour laws on the specific needs, and requirements of agricultural operations. Currently exemptions permit flexibility to permit farmers to hire help. These types of exemptions must be retained.

#### AG-13 Business Type Programs for Agriculture

- Establish a Farm Advisory Group to work with the Ontario Ministry of Agriculture and Food (O.M.A.F.) and the Federation of Agriculture to adapt business processes and practices to agriculture.
- Create appropriate links to the business community (through Economic Development) for advertising, consulting, operation of small business (i.e. farm) in co-operation with O.M.A.F. to:
  - promote co-operation among farmers
  - enhance the profile of farming

#### AG-13 Farming Joint Ventures (corporation approach)

- Provide guidelines for cooperative ventures among farmers. Traditionally farmers have been independent and protected their way of life and their freedom of choice. However, the crisis in agriculture makes it desirable to move toward co-operation among farmers to join together in partnerships where larger farm operations provide opportunities for economies of scale, diversification, sustainability and implementation of conservation practices. These ventures could facilitate joint equipment purchases, and/or combined on-farm processing operations, and could be handled through the Regional Economic Development Department with assistance from the Federation of Agriculture.

#### AG-13 Economic Strategy for Agriculture and the Rural Area

- Establish with the Regional Economics Strategy a specific section on Agriculture which outlines actions and programs to enhance farm/agricultural viability, and which will be reflected in the budget, marketing plans and staffing allocations.
- Involve the Regional Economic Development Department in instructing, assisting, guiding farmers on how to manage, sell, promote and market their operations and products.

- Update farm management and practice skills of farmers through extension courses organized by the Region, business community or farm organizations.
- Define the role of rural industrial/commercial and other economic land uses in the rural area and provide appropriate policy directions in the strategy or official plans.

#### AG-14 Diversity (corn for fuel)

- The use of corn and other agricultural products for the production of fuel should be evaluated and if appropriate supported and promoted by the Province and Region.
- Change overs to different crops or a variety of crops to provide greater flexibility for the individual farms should be encouraged by the various farm organizations.

#### AG-17 Farm Tours, Farm "Fest", Vacation Farming

- The Region should promote and establish farm tours and vacation opportunities on farms in the rural area as education and revenue generating ventures through Regional Economic Development, school boards, Federation of Agriculture and other groups.
- The Region and local farm organizations should promote local farming through an annual "farm fest" celebration in the region. This may involve expansion or additional support or attractions/exhibits at the local fall fairs, peach festival, wine (grape) fairs, or a new separate, central exhibition. Economic Development or private groups may be interested in staging this type of event.

#### AG-18 New Provincial Ministry of Rural Affairs

- Create a new Ministry of Rural Affairs to oversee the rural areas of the Province. This Ministry would bring together elements from O.M.A.F., M.O.E., M.N.R., and other agencies into one body which would result in a single functioning and commenting agency capable of providing expert analysis on rural issues and proposals. This is not only a practical and efficient means of approaching rural/agricultural issues, but also a way of increasing the profile of agriculture!

#### AG-18 Provincial Legislation

- Direct Provincial policies at individual land owners to implement erosion, streams and watercourse controls.
- Educate the public and farmers in conservation methods and where necessary provide compensation to the farmers.

#### AG-19 Approval of Provincial Food Land Policy

- Ontario must have a new Provincial Food Land Policy that is approved by the Government and implemented through Official Plans and other Planning documents.
- It is of utmost importance that these policies have the support of farmers and there must be commitment from the Province and Provincial Ministries to support and implement the policies.



## THE LANDSCAPE

### VISION 2020

The health and beauty of the countryside and townscape is a source of great civic pride. A protected system of natural areas threads throughout the region, preserving and improving our natural heritage. This system of natural areas and connecting corridors allows wildlife to migrate, enhancing their chances of reproducing and finding food and shelter. A recreational greenway gives residents access to this system of natural areas, in ways that do not threaten ecological processes. Recreation and the needs of wildlife for a protected habitat co-exist.

As a community, we cherish a clean, healthy environment and work to prevent ecological degradation. Waste-reduction, energy-efficiency and respect for ecological systems characterize all aspects of community life and decision making, including government, business and industry. Citizens abide by environmental laws and regulations and help educate each other on ways of living in harmony with the natural world. We are a model for other communities in the way in which we integrate short-term economic benefits, long-term environmental and social costs, and indirect economic costs in our evaluation of public and private initiatives.

## GOAL STATEMENTS

- WB-13 Ensure a safe, high quality physical environment.
- CU-3 To protect and enhance the natural environment.
- CU-3 To protect and extend wildlife habitat.
- EC-13 To improve the local environment.
- EC-16 To make Hamilton Bay safe for recreational use.
- PS-10 That the condition, capacity and geographical locations of the Region's groundwater be accurately defined within five years.
- PS-11 That new development should be not be allowed to take place in those areas where the cumulative impact of landscape alterations and/or septic system use could threaten the quantity or quality of groundwater resources, and that where new development is allowed to take place that all possible precautions are taken to ensure that groundwater quantity and quality are not threatened.
- PS-13 That all significant sources of potential chemical contamination be identified and eliminated by the year 2010.
- PS-15 To provide potable water, to areas designated as urban, of a quality and quantity required by the population of the Region.
- PS-16 To reduce the combined municipal water use of households and businesses (708L/day) by 50 percent by the year 2000 through the use of conservation strategies, and to use the "user pay" philosophy in delivering water services.
- PS-18 To reach the targets established for the Regional Sewage Treatment Plant loadings of suspended solids, nutrients, and other elements to Hamilton Harbour and Cootes Paradise in the Hamilton Harbour Remedial Action Plan.
- PS-19 To virtually eliminate discharges of toxic contaminants from the Regional Sewage Treatment Plants.
- PS-20 To have no more than one combined sewer overflow event per year as specified by the Regional Pollution Control Plan.
- PS-21 To utilize the best available economically achievable technologies to reduce discharges of pollution to Hamilton Harbour and Cootes Paradise and to utilize where possible the by-products of the sewage treatment process.
- PS-21 To integrate planning, decision-making and implementation on a watershed basis in order to restore and maintain the desired water quality and flow characteristics of our surface waters.
- PS-22 To preserve or enhance to their ecological potential the wetlands and stream systems that comprise the Region's watersheds (including the Harbour and Lake Ontario).
- PS-23 To reduce suspended sediment loading in streams so as to reduce loadings of this material to Cootes Paradise and Hamilton Harbour to an overall average of 20,000 kg/d (averaged over several years and as specified in the Hamilton



Harbour Remedial Action Plan) with special emphasis on Spencer Creek and Grindstone Creek because of the deleterious effect of siltation on the valuable marshlands in their estuaries.

- PS-24 To virtually eliminate any contamination of our streams and surface waters by persistent toxic contaminants, and reduce even further the contamination of streams by other toxic contaminants and/or pathogenic organisms.
- PS-25 To restore adequate habitat for fish and aquatic birds to the level necessary to restore the populations to a healthy and productive state, as a resource and as an indicator of our ability to remediate water quantity and quality conditions in the Region's watercourses and waterbodies.
- PS-27 To ensure that the water quality in Hamilton Harbour and Lake Ontario is generally good, that the water is clear and that swimming is a safe activity.
- PS-27 That the natural quality and quantity of water flows resulting from precipitation not be significantly altered through changes to the landscape (destruction of vegetation, construction, grading, creation of impermeable surfaces) or stormwater management techniques.
- PS-30 The development of a Regional waste management plan with a focus on pollution prevention with a strategy consisting of 3 components being, in order of priority -
- a) the reduction of waste going to the curb or down the sewer,
  - b) the diversion of waste for reuse or recycling,
  - c) as a last resort, and with the intent that there should be a very minute amount remaining after reduction, reuse, and recycling, the disposal of remaining waste that is neither reduced or diverted.
- PS-30 That Regional residents and business alike be educated to understand the full impact and the costs of waste generation, including a re-examination of what is considered "waste", and how waste can be reduced, and that residents and business be educated to impart a full and comprehensive understanding of waste management including the three "R"s, hazardous waste management, and the related conservation value of these principles.
- PS-30 That Provincial waste reduction targets be considered a minimum for the Region.
- PS-30 That the burden of cost for the management of waste be lifted from the taxpayer and placed equitably through the use of a user pay system on those responsible for the generation of waste throughout the Region.
- PS-30 That, regardless of population and community growth trends, that a financially self-sustaining waste management system be developed to accommodate and adjust to possible decreases and increases in waste generation in the Region.
- PS-30 That the concept of personal and corporate responsibility for waste production, and the concept of product stewardship, be adopted for practice by all those living or doing business in the Region.
- PS-31 That reuse and recycling options be made more accessible to users where such items are not covered by curbside programs in the Region.
- PS-31 That the Region should not become the final resting place for any waste material produced elsewhere.
- PS-31 That waste stream control be exercised and that the development of positive private and public waste recycling and reuse facilities within the Region be encouraged.

- PS-33 That the quality and toxicity of waste be given equal priority to the quantity of waste.
- PS-33 That the reliance on hazardous substances be reduced by substitution and more judicious use of these substances, where required, with the additional benefit of a reduction in the need for treatment and disposal of hazardous substances.
- PS-34 That sites not be developed or approved for development unless the site is deemed uncontaminated.
- PS-34 That no new sites are allowed to become contaminated. If, in certain highly exceptional cases, some contamination of soils or groundwater is unavoidable, all possible precautions must be taken to ensure that the contamination does not move off-site.
- PS-36 The Region should have the best air quality of any major urban area in Ontario by the year 2000 as determined by the Ministry of the Environment.
- PS-37 The Region should lobby all levels of government to work together to institute a ban on the manufacture and use of CFC's by the year 2000 or earlier.
- PS-40 The Region should honour those corporate citizens who have made major improvements in air pollution control and energy efficiency.
- PS-40 The Region should attract new businesses to Hamilton-Wentworth that produce little or no emissions of substances into the atmosphere, and encourage businesses that already located here to reduce such emissions.
- PS-41 To monitor air quality in buildings suspected of "sick building syndrome" and where required to reduce levels of concentration of pollutants to acceptable values.
- PS-42 To increase the number of trees found in the Region by 50% by 2000.
- PS-42 To educate the public-at-large about the value of preserving green space and about the value of indigenous species of plants.
- PS-43 That the current reliance of Hamilton-Wentworth's municipal, industrial, commercial, institutional and residential sectors on traditional energy sources be reduced by 20% by the year 2005, and by 50% by 2020. This reduction will be achieved through conservation measures, an increased reliance on alternative energy sources and alterations in methods of transportation and production.
- PS-43 That all new and renovated buildings and structures in Hamilton-Wentworth be constructed so as to conserve the use of energy and to effectively employ passive solar energy where conditions allow.
- PS-44 That the Region undertake programmes to inform its citizens of the benefits and methods for conserving energy, achieving efficiencies and employing alternative energy sources.
- PS-47 That industrial processes in the Region become as energy efficient as the most efficient processes found in Western Europe and the Far East by the year 2005.
- PS-47 That the Region's industrial and commercial sectors evolve into extremely energy-efficient and environmentally-benign entities.



## RECOMMENDATIONS

### Educating One Another

- CU-3 Educate people about wildlife, living in harmony with creation, and the rights of all creatures.
- NA-vii Establish, immediately, the Regional Environmental Office as proposed. Review existing staff resources, both numbers and qualifications, to determine if more staff is necessary.
- EC-13 The Regional government should act as a leader to promote activities that will improve the environment.
- The Region requests local libraries, media, and other organizations to provide more information on non-polluting energy alternatives, e.g., solar power and alternate energy products made from waste.
  - The Region should provide more information to highlight the supply of local waste products presently destined for landfill, associated costs, and potential alternative uses.
  - Have a portion of the GHTEC or a separate project dedicated to developing new products from waste.
- EC-14 Offer assistance and/or incentives to organizations who do their part to improve the environment.
- Organize a team of specialists recruited from local industry and educational institutions to help smaller companies that may not possess the necessary technical expertise or resources to make their operations more environmentally sound.
  - Consider offering incentives to local companies, organizations, and individuals who significantly improve the environment or who conserve energy and do not add to the present peak load demand.
- WB-16 Improve the information base relating to environmental quality in the Region.
- Publish Regional State of the Environment Reports bi-annually by the year 2000.
- NA-viii Establish an eco-tourism promotional campaign with assistance from the Ministry of Tourism, promotional tour operators and organizations interested in natural heritage.

### Natural Heritage Areas

- EC-14 Protect and improve the existing natural environment through the use of regulations.
- Ensure that all new projects, public and private, meet environmental regulations.
  - Protect, enhance and promote the Region's natural wonders such as the escarpment, harbour, waterfalls, flora and fauna.
- PS-8 The Region should develop Official Plan policies which effectively protect natural areas, and which ensure that significant vegetation communities, wildlife populations and their habitats be maintained and enhanced.
- CU-3 Protect natural and ecologically sensitive areas, both currently designated and those not yet designated.
- CU-3 Establish ecological reserves with strictly limited human access for the most sensitive natural areas.

CU-3 Develop interconnected, regional, open space, trail/cycle path system.

CU-3 Use former rail radial lines for cycle and walking paths with interpretive signing.

CU-3 Maintain and encourage the development of habitat to support mammals and birds.

NA-v Ensure, through cooperation with community groups and agencies, that the components of a natural heritage framework (primary and secondary core areas, buffers, natural corridors and natural connecting links as described by the Ministry of Natural Resources in The Natural Heritage Framework) are identified, researched and described.

NA-v Base the funding for identifying, researching and describing the natural areas, links and corridors on partnerships between agencies such as the federal Fisheries Department and Wildlife Service, provincial government ministries, Conservation Authorities, and other public and private groups and organizations.

NA-v Establish natural heritage designations in the Official Plan to recognize, and protect as appropriate, natural core areas, natural corridors and natural connecting links. Permit recreation or other land uses which do not cause significant negative impacts or threaten the integrity of the natural area over the long term within natural heritage designations of the Official Plan. Limit or prohibit human use where negative impacts or the long-term integrity of the natural area is a concern.

Establish an open, consultative process for broad public discussion on the Regional Official Plan policies for the designation and protection of natural areas. Consult with landowners as to the role of their property within the natural heritage plan.

NA-v Develop, and circulate to interested agencies for feedback, a terms of reference for an acquisition fund for the purchase of lands either identified as significant natural areas or required to provide access to natural areas suitable for passive recreational use. The terms of reference should stipulate that:

- the Region should commit a substantial amount to the fund on an annual basis.
- the acquisition fund will be used when matching funding from other sources such as the Ontario Heritage Foundation, Nature Conservancy and Conservation Authority Foundations is available and/or when groups such as the Bruce Trail Association/Naturalist Club participate in public fund raising efforts.
- priority will be given to lands which are subject to development pressure because of their location adjacent to the existing urban area.
- the program will be based on the principle of willing seller/willing buyer and any expropriation of land in natural areas should be considered in only the most unusual of circumstances.
- development on lands purchased should be minimal, with facilities constructed only where a commitment to their proper maintenance is available (by government or non-governmental organizations (NGOs) such as trail clubs, etc.)
- where access is permitted, users should be expected and required to uphold responsibility related to maintaining the integrity of the natural areas (eg. staying on trails).



- where public works, such as parking facilities, must be established and maintained, opportunities for cooperative arrangements between public and private agencies should be explored.

- NA-vi Encourage MNR and the CAs to establish a landowner contact program to encourage private stewardship for all natural areas, and provide assistance and support if requested.
- NA-vi Investigate a variety of options associated with title and purchase arrangements to be used to complement and enhance the proposed acquisition fund and proposed land owner contact program. Recommend techniques and procedures which may be used by the Region and/or other agencies involved in natural heritage planning or new organizational arrangements.
- NA-vi Investigate the use of development charges as a source of funds for the acquisition of natural areas and/or the development of related facilities for a greenway system.
- NA-vii Request Area Municipalities to allow and encourage linear, passive space as part of the 5% park space dedication under the Planning Act, where such space is part of a network of natural areas, natural corridors and natural connecting links.
- NA-vii Request the Federal and Provincial government to permit personal tax deductions for donations of conservation land to public agencies, so that the full value of the asset can be deducted from personal income.
- NA-vii Request the Province to broaden the Conservation Land Tax Rebate program so that land designated by municipalities under the Planning Act is eligible.
- NA-vii Request agencies involved in natural heritage planning to assign someone in their agency the responsibility of assisting in coordination of natural heritage activities between agencies in Hamilton-Wentworth. Identified individuals should meet on a regular basis. Coordination of activities (ie. programming or the production and distribution of information) should aim to sort out overlap, reduce redundant activities and establish cost sharing agreements. Establish a "Natural Heritage Committee" or "Ecological Advisory Committee" to help arrange agreement between agencies on research needs and protection measures.
- NA-vii Request McMaster University and Mohawk College to establish a Natural Heritage Advisory Committee, with representation from agencies involved in natural heritage planning, to provide advice and guidance to graduate and undergraduate students interested in researching natural areas in Hamilton-Wentworth.
- NA-vii Support the establishment of a scholarship for ecological research, to be administered through the Conservation Authority foundations.
- NA-viii Review the Regional Tree-Cutting By-Law, and the methods now used to monitor and enforce tree-cutting measures, to determine if revisions to the by-law, procedures or organizational responsibilities are necessary for protecting wooded areas which form part of the natural heritage system.
- NA-viii Support the review of sediment and erosion controls on construction projects by Area Municipalities and Conservation Authorities and the potential use of Top-Soil Preservation By-Laws to effectively monitor and enforce compliance with Sediment and Erosion Control Plans.
- NA-viii Develop, maintain and make available a data base and mapping system to describe the natural areas, corridors and linkages in the Region (based on MNR's Natural Heritage Framework).

NA-viii Request school boards to increase the local natural heritage component of their curriculum, and encourage them to participate with other agencies, such as conservation authorities, in the development of the curriculum.

NA-viii Request the Conservation Authority to take a lead role in developing a program of information and education for key decision makers in the Region. Groups such as corporate executives and politicians should be targeted, using examples which illustrate the relationship between an inter-connected natural area system and their interests as decision makers.

#### Prevent Soil Degradation

PS-23 The Region should encourage the Ministry of Agriculture and Food, the Ontario Federation of Agriculture, and the Conservation Authorities to promote soil conservation measures in agricultural operations in Hamilton-Wentworth.

AG-14 Holistic Land Stewardship Ethic throughout Hamilton-Wentworth

- Require all farm operations to follow conservation/sustainable farming practices.
- Large farm operations (usually on leased land) tend to overwork the land in an attempt to maximize profits and they also ruin the "farming tradition" in an area. The major farm operations should be required to follow conservation/sustainable farming practices.
- Leased land is less likely to be in continual agricultural production. Unfortunately much of the rural land in Hamilton-Wentworth is owned by numbered companies or absentee owners. If the ownership pattern cannot be reversed, the farmers leasing the land and the absentee owners must be made aware of the need to implement conservation measures and must assume greater responsibility for the proper management of this vital natural resource.

AG-15 Conservation Practices; Soil Erosion Control, Crop Rotation

- Promote conservation practices - crop rotation, tillage reduction, streambank stabilization, tree planting (windbreaks, hedgerows) and rehabilitation of natural water courses by requesting O.M.A.F. and the Federation of Agriculture to expand their existing conservation courses and programs. Suggest the Province divert support funds into paying farmers who implement conservation practices on their farms. One example would be increased funding for the land stewardship program.

AG-15 Rural Land Management: Natural and Chemical Inputs

- Phase out the use of road salt on all Regional and Local roads in the rural area of Hamilton-Wentworth by the year 2000.
- Support the Provincial commitment to reduced chemical use on farmlands, and all other rural lands.
- Wherever possible, request that farm organizations promote among their members the practice of crop rotation and the return of organic matter to the soil. Also request that O.M.A.F. investigate the possibilities for using urban waste (treated sewage, compost material and so on) to rejuvenate agricultural soils.
- Promote, through public education, the use of natural landscaping techniques, composters, water conservation and organic garden plots among all residents (farm and non-farm) in the rural area.



### Promote Sustainable/Ecological Farming Techniques/Practices

#### AG-15 Courses re: Sustainable Farming Practices for Farmers and in Colleges and Universities

- Lobby the University of Guelph and other agricultural education facilities to further expand their curriculum to include courses on sustainable farming practices
- Request O.M.A.F. to continue to expand programs/courses on conservation and sustainable practices.

#### AG-15 Permaculture, Organic Farming, Pesticides Safety Courses

- Request O.M.A.F. and farm organizations to promote alternative forms of agriculture (permaculture/organic farming); also continue and expand the pesticides safety courses to involve all farmers.

#### AG-16 Farm Environmental Plans as outlined in the document entitled "Our Farm-Environmental Agenda"

- Support the concept of farm environmental plans. The significance of this type of proposal to sustainable farming is obvious but in order to be workable emphasis must be placed on the specific nature of farm operations so that "tailor-made" solutions will become the norm, instead of standard across the board approaches. Also the "farmer helping farmer" aspect contained in the report is seen as a critical element by the Implementation Team. The Province should assist in the implementation of this concept but there must also be input from the Federation of Agriculture and other associated farm organizations.

#### AG-16 Benefits of Sustainable Agriculture

- Provide the farmer with clear information as to how sustainable agriculture will benefit the farming operations and the farm community as a whole. This could be accomplished by a pamphlet of information from O.M.A.F., Federation of Agriculture, or other farm groups.

### Water Resources and Hydrological Cycle

#### AG-11 Water, Sewage Management in Rural Areas

- Protection of water recharge areas, and improvements in installation, and maintenance of septic systems are necessary to preserve and enhance the quality and quantity of rural water supplies which are vital environmental components upon which agriculture is based. Directions to municipalities, conservation authorities and the related agencies are necessary to improve the situation. Municipalities and Conservation Authorities must provide protection for water recharge areas in their plans, and regulations. The Health Services Department must investigate alternative systems to accommodate rural development.

#### CU-3 Develop the waterfront and the escarpment for community use.

#### CU-3 Develop a greenbelt system to protect all natural drainage and to connect the lakeshore and the escarpment.

#### CU-3 Develop a Regional Waterfront Strategy.

#### EC-16 Develop and implement a plan to clean up Hamilton Harbour while maintaining industrial areas to demonstrate that industry is compatible with environmental concerns and sustainable development.

- Utilize the Hamilton Harbour Remedial Action Plan as the basis or plan for cleaning up the Harbour.
- Until the harbour is totally cleaned up:

- i) install large swimming areas at waterfront parks using the barrier method;
  - ii) install barriers around industrial areas to permit separation of natural areas and swimming areas from industrial outflows; and,
  - iii) allow use of these segregated industrial areas for the testing and demonstration of clean up technologies.
- Develop a ship decontamination lock to guard against zebra mussel type infestations.
  - Harness waste industrial heat in conjunction with water to develop industries, e.g., greenhouses, hydroponics.
  - Encourage the Royal Botanical Gardens, Canada Centre for Inland Waters and McMaster University to collaborate in designing and implementing a natural plant filter bed project to demonstrate and evaluate this method of water purification.
  - Establish a super coordinating body with authority over Bay watershed issues, regardless of political boundaries.
- WB-15 Support the implementation of the Remedial Action Plan for Hamilton Harbour.
- WB-15 Ensure that there is no encroachment on the Cootes Paradise natural areas.
- PS-24 The Region should work with the Hamilton Harbour Commissioners, the Area Municipalities, local industry, and the Ministry of the Environment to ensure that a system is in place to effectively and efficiently deal with spills in the Harbour.
- PS-25 For the Region to support collaborative efforts led by the Federal Government and the Royal Botanical Gardens to restore marshes in Cootes Paradise and Hamilton Harbour.
- WB-15 Maintain and/or improve the quality of groundwater and surface water in the Region.
- Develop and implement a Regional groundwater strategy, including a comprehensive study of existing groundwater resources.
  - Ensure that drinking water from the Regional water treatment plan continues to meet Provincial and Federal guidelines, with no toxins exceeding the recommended maximum levels.
  - Update standards for municipal water on a regular basis.
- WB-15 Conserve water and other natural resources.
- Determine the feasibility of implementing full-cost accounting for water, which reflects capital costs as well as operating costs.
  - By 2000, ensure that all Regional water users are metered.
  - Consider institution of a by-law prohibiting new construction without high efficiency fixtures (eg. low flush toilets, low flow shower heads, high-efficiency furnaces).
- PS-10 Conduct a groundwater resource management study to provide the following information:



- a) Delineation and evaluation of the hydrological, geological, chemical, and geographical attributes of the Region's groundwater resources.
  - b) Identification of existing and potential threats to groundwater resources with an emphasis on those sources of pollution which may have an impact on private well water supplies, wetlands, streams, and recreational waters. Potential threats should include, but not be restricted to, residential development, landfill sites, and industrial practices.
  - c) An analysis of existing Regional groundwater protection policies and an evaluation of groundwater protection policies utilized elsewhere in North America and Europe.
- PS-12 The Region should change the Official Plan to ensure that lots created by severance or subdivision in non-serviced area have sufficient land available to accommodate private services and to provide for adequate dilution of effluent. In most cases severance and subdivision approval should depend on staged development plans and monitoring of cumulative impacts rather than on simple minimum lot sizes based on soil types.
- PS-12 The Region should severely restrict development in parts of the Region that are not serviced with Regional water and sewers. New residential and industrial development should take place in designated urban areas, where services are already or will soon be provided.
- PS-12 Development of rural subdivisions not provided with Regional water and sewer services should only be permitted when the need for the subdivision has been proven and satisfactory hydrogeologic and geotechnical evidence has been provided which shows that the proposed development can be sustained without negative impacts on existing groundwater reserves. Monitoring of wells should be part of the approval process in order to measure the actual results of the development.
- PS-12 The Region should lobby the Province to overhaul the Environmental Protection Act, and the regulations made thereunder, and other legislation and policies associated with rural servicing issues, to adequately deal with the vast changes which have taken place in land use patterns, technology, and scientific knowledge since its inception.
- PS-12 The Region should lobby the Province to conduct a survey through the Ministry of the Environment, or finance a Regional survey, to determine the number and location of abandoned wells in the Region. Action would then be taken to enforce existing legislation requiring that these wells be properly plugged.
- PS-12 The Region should lobby the Province to change the regulations pertaining to wells so that new wells would be subject to inspection by Regional Health Services or Ministry of the Environment personnel at the time of installation. A well should not be put into use until a "use permit" is issued signifying that the well construction meets Provincial standards.
- PS-13 The Region should include an environmental fee in development charges levied in unserviced areas that would be put into a fund utilized exclusively for remediation purposes where monitoring shows that degradation of the groundwater reserves has occurred.
- PS-33 The Region should promote the phasing out of pesticides and herbicides, where possible, for both Regional applications and to other levels of government.
- PS-13 The Region should implement an educational promotion to alert the general public to the detrimental environmental impact of, and encourage the use of alternatives to, the domestic use of fertilisers, weedkillers, pesticides, septic system cleaners, drain openers, root killers, etc.

- PS-14 The Region, Area Municipalities and Conservation Authorities should cooperate on establishing and implementing a strategy to greatly reduce the use of pesticides within the Region. This strategy should include reduction targets to be implemented by specific dates. If necessary, a by-law should be adopted and enforced by the Region.
- PS-14 The Region should lobby the Province to use its agencies (MOE, MNR, OMAF) to reduce pesticide use where ever possible in both rural and urban areas.
- PS-24 The Region should lobby the Province to restrict and reduce the use of pesticides by homeowners, businesses and farmers, and should reduce the use of pesticides on its own lands, so as to diminish the total amount of pesticides making their way into our watercourses and waterbodies.
- PS-25 The Region should lobby the Province to impose restrictions on the use of persistent toxic chemicals and to strictly enforce them. The Region should cooperate with local industries to find ways to transport, recycle, reuse and dispose of these chemicals without allowing any leakage into the Region's watercourses or waterbodies.
- PS-25 The Region should continue to operate, and expand, programs to provide advice to householders and businesses on how to reduce their dependence on toxic chemical use, and how to properly dispose of these materials if other uses cannot be found for them.
- PS-25 The Region should strongly encourage the Ministry of the Environment and the Ministry of Agriculture and Food to expand programs and initiatives to reduce the impact of farm wastes including animal manure on Regional streams, creeks and groundwater reserves, and to reduce the impact of animal watering or animal access onto streams.
- PS-14 The Region should cooperate with the Ministry of the Environment and other relevant agencies in identifying and eliminating potential sources of groundwater contamination. The Region should lobby the Ministry of the Environment to take a more proactive role in dealing with contamination problems by using old insurance records, assessment maps, and aerial photos to identify and locate potential contamination sources such as abandoned gas stations, old landfill sites, and certain types of industrial sites.
- PS-15 For the Regional Environmental Services Department to continue with the current maintenance program for the Regional water infrastructure.
- PS-15 For the Regional Environmental Services Department to ensure that potable water supplied by the Region at least meet the minimum Provincial and Federal standards.
- PS-15 For the Regional Environmental Services Department to enhance and improve the Regional Water Treatment Plant as is required to meet the desired capacity.
- PS-16 For the Regional Environmental Services Department to monitor and review scientific and professional literature from around the world to ensure that Regionally-supplied water is of an adequately high quality to meet human health requirements, and if necessary, to suggest changes to plant and equipment to improve that quality.
- PS-17 For the Region to promote water conservation through industrial practice changes, water conservation in homes through retrofitting, designation of a water-conserving building code (an Area Municipality responsibility), and through information programs and pricing policies. This improves sewage treatment plant and sewage system efficiency, particularly in areas with separated sewer systems.



- PS-17 For the Region to continue distributing information kits on methods of reducing water use.
- PS-17 For the Region to continue the process of metering all residences and businesses in Hamilton-Wentworth.
- PS-17 For developers to pay entirely for the extensions of water services to new subdivisions (with the exception of required over-sizing).
- PS-17 For the Region to reduce development charges in infill areas of the Regions such as lower Hamilton where surplus water capacity already exists.
- PS-17 For the Region to charge enough for water to cover the following costs: capital costs, maintenance costs, operating costs, and adverse environmental impact costs associated with the provision of water.
- PS-18 The Regional Environmental Services Department should undertake the necessary capital improvements to the Woodward Avenue Sewage Treatment Plant needed to meet the added restrictions on loadings to Cootes Paradise and Hamilton Harbour included in the Hamilton Harbour Remedial Action Plan.
- PS-18 When the Dundas Sewage Treatment Plant reaches its capacity, excess wastewater should be transferred to the Woodward Avenue Treatment Plant for proper treatment.
- PS-19 The Region should continue with its program to monitor the sewer system and its users, and continue enforcing the Sewer Use Control By-law which restricts the discharge of contaminants into the wastewater system.
- PS-19 The Region should continue investigating, and where possible implement, new technological means of eliminating harmful and toxic contaminants from entering the Harbour from the Woodward Avenue Sewage Treatment Plant.
- PS-20 The Region should continue the construction of the CSO reservoirs as identified in the Pollution Control Plan.
- PS-20 The Environmental Services Department should continue to investigate additional means of reducing the adverse impacts of discharges of urban runoff into the waterbodies and watercourses of the Region.
- PS-21 The Regional Environmental Services Department should continue investigating, and implement where possible, improved means of dealing with the wastes discharged into the Regional sewer system.
- PS-21 To have the HRCA and other Conservation Authorities in the Region develop a community (watershed) consensus on the desired quality and quantity characteristics, and objectives for our surface waters and their uses, with the collaboration of municipal and provincial authorities.
- PS-22 To have the Region take the initiative with collaboration with other levels of government to develop formal and informal mechanisms to coordinate efforts of the multiplicity of agencies, industries, businesses and elected officials, to achieve the water quality and quantity targets we choose.
- PS-22 For the four Conservation Authorities and the Region to launch a coordinated effort with the other lead agencies to inform citizens of the objectives for the Region's watersheds and of the role that they can play in achieving those objectives, through the schools at all levels, and through information programs of all types.

- PS-22 For the Region to undertake a collaborative monitoring of these water systems that will allow us to make visible the progress we are making towards our objectives and targets.
- PS-22 To protect and/or acquire valley lands and manage them in a way that protects water quality through public ownership in the hands of the Region and the Conservation Authorities.
- PS-22 For the Conservation Authority to work with riparian land owners in the watershed through stewardship agreements so as to encourage the maintenance of vegetative buffers alongside creeks, streams, and reservoirs, and to discourage activities that degrade water quality or threaten natural ecosystems associated with watercourses.
- PS-23 For the Region and Area Municipalities to use land-use controls to ensure that urban development does not take place in stream valleys or in areas immediately adjacent to streams. Vegetated stream buffers should be established and/or protected in areas adjacent to streams.
- PS-23 To lobby the Province to alter the tax structure in such a way as to provide the incentive for people to maintain significant portions of their properties as naturally-vegetated landscapes.
- PS-23 The Region and Provincial ministries should insist on firm planning and engineering restrictions on all activities in the Region's watersheds that could lead to the deposition of suspended solids into watercourses. These activities would include the destruction of vegetation, grading and construction associated with new residential, commercial and industrial development, and operations associated with road and railroad construction.
- PS-24 The Area Municipalities and the Conservation Authorities should cooperate to establish more naturalized storm water management systems that improve infiltration rates and that reduce heavy storm water flows and associated erosion and sedimentation. The Region should attempt to coordinate these efforts and to disseminate information on improved methods of storm water management.
- PS-24 The Region should encourage public scrutiny of construction projects as they progress so as to help the community and the builders to maintain good erosion control.
- PS-24 The Region should adhere closely to provincial regulations and environmental assessment processes in their own programs.
- PS-26 For the Region to cooperate with the relevant Conservation Authorities and the Ministry of the Natural Resources in using land acquisition, stream rehabilitation projects, land-use controls, and any other policy tools to protect and enhance the Region's streams and fish habitat.
- PS-26 For the Region to play a more active role in protecting and enhancing the Region's streams and fisheries through the use of long-range land-use and services-provision (roads, sewers, water, etc.) planning. The Environmental Services and Planning and Development Departments should investigate and where feasible implement sub-watershed planning in cooperation with the Ministry of Environment, the Ministry of Natural Resources, and the relevant Area Municipalities.
- PS-26 The Area Municipalities should put more emphasis on stream/fisheries protection and enhancement objectives when preparing their storm water management programs and land-use plans. The Region and the Conservation Authorities should become more active in promoting stream/fisheries protection and enhancement objectives when dealing with the Area Municipalities and land-use/storm water management issues.



- PS-27 The Region should continue on with its program to reduce or eliminate combined sewer overflows (CSOs) to Cootes Paradise and Hamilton Harbour with the highest priority to CSOs in Cootes Paradise and the western part of the Harbour
- PS-27 The Region, the City of Hamilton, and the City of Stoney Creek should investigate, and where possible implement, means of reducing discharges of contaminants, organic material, and bacteria from storm water channels into Lake Ontario.
- PS-27 The Area Municipalities and Conservation Authorities should, wherever possible, avoid channelling streams and creeks into concrete or other artificial-material aqueducts, sewers or ditches.
- PS-28 The Region, Conservation Authorities and Area Municipalities should require that new subdivisions incorporate the most advanced techniques available to increase infiltration on-site, and to create naturalized streams, creeks and ponds that can accommodate native fish species.
- PS-28 The Region, Area Municipalities, Conservation Authorities, Ministry of Natural Resources, and Ministry of the Environment should cooperate on establishing a new protocol for ensuring that new subdivisions do not adversely affect the water quality of nearby receiving watercourses or waterbodies as the result of the design of the storm water systems. Storm water systems should not significantly increase the amounts of chemical or biological contaminants, organic material, or suspended solids flowing into receiving watercourses, waterbodies, or wetlands.

#### Waste Management And Contaminated Sites

- WB-14 Reduce the solid waste stream.
- By 1995, the Region should implement a Waste Management Strategy.
  - Institute mandatory recycling.
  - Set weight and volume limits for garbage collection and/or institute a user pays system.
  - Advocate for provincial and federal programs for packaging reduction.
- PS-31 The Region should support Provincial initiatives to permit Regional administration of garbage collection and/or user pay systems, and that the Region should negotiate to assume garbage collection from the local municipalities in order to implement a user pay system, and/or
- the Region should develop and implement an information campaign in support of user pay by educating people about waste management costs and advocate the development of user pay garbage collection systems by the area municipalities , and/or
  - the Region should continue to develop the existing waste disposal system with respect to the user pay concept.
- PS-31 A comprehensive public education campaign should be initiated that, among other things, would promote acceptance of a user pay system, and would enhance the public's understanding of waste and waste reduction, including hazardous wastes, and the importance of changing the consumer ethic to the conserver ethic. As part of this strategy, the Region should advocate the publication by the municipalities on their tax bills of waste management costs, and should consistently reinforce this message with waste reduction information.

- PS-31 The Region should develop and implement a comprehensive Waste Management Master Plan which incorporates waste reduction strategies such as the 3R's based on waste quantity and quality. This would include both municipal and industrial/commercial waste.
- PS-31 The Region should develop a firm purchasing policy supporting the purchase of goods and supplies containing post consumer content.
- PS-32 The Region should pass resolutions or expressions of concern on the matter of packaging and forward these to Provincial/Federal authorities within whose jurisdiction the issue lies. Given the passage of the Waste Management Act in the Provincial Legislature, the Region should, on a case by case basis, communicate to the Minister of the Environment those products the Region considers to pose waste management problems with the intention that the Ministry declare them as such under the revised Environmental Protection Act.
- PS-32 The Region should continue to support and advocate to business, industry and other levels of government the practice of product stewardship in which the cost of waste management is internalized in the price of products and packages.
- PS-32 The Region should encourage the Ministry of Municipal Affairs to empower municipalities to fulfil all their obligations with respect to comprehensive waste management.
- PS-32 The Region should establish a high tipping fee policy that makes attractive waste reduction and recycling options, and encourages the development of those options by private and public sectors, should be maintained.
- PS-32 The Region should establish a formal waste exchange to encourage the reuse and exchange of industrial by-products.
- PS-32 Where feasible alternatives exist, additional restrictions on, or bans of, certain materials from Regional facilities should be implemented.
- PS-33 The Region should continue to build on and enhance existing solid, liquid and hazardous waste reduction and diversion programs including recycling, household hazardous depot and outreach programs, backyard composting, public education, and industrial/commercial/institutional waste reduction, recycling, and exchange programs.
- PS-33 The Region should pass a resolution endorsing the principle of virtual elimination of hazardous waste disposal, and follow up by asking industries to sign a "virtual elimination good neighbour agreement" committing to waste audits, zero discharge targets, and public consultation.
- PS-33 The Region should establish a formal waste exchange to encourage the reuse and exchange of industrial by-products.
- PS-35 Tenders by the Region for sewer, road or other types of work should be awarded only on verification that residues and debris will be brought to an approved site. Quantities could be monitored leaving the site through the use of bills of lading and this could be verified with what is received at the designated disposal site.
- PS-35 Regional and municipal comments regarding applications for Certificates of Approval for privately operated waste management facilities, which are referred to the area municipalities for comment by the Ministry of the Environment, should be coordinated to incorporate all issues and concerns associated with particular applications.
- PS-35 The Region should encourage the Province to take a more proactive role in identifying contaminated sites or to provide funding that would permit the Region to do so, to pass legislation requiring MOE approval for developments on



potentially contaminated property prior to issuance of a building permit, and to consider the establishment of a fund for clean-up of sites for which there is no clear owner.

- PS-35 Developers applying for a rezoning, Official Plan Amendment, severance or subdivision involving lands once used for industrial, transportation or waste management uses should be required to obtain proof from the Ministry of the Environment that the site is not contaminated before permission is given by the Area Municipality and/or the Region.
- PS-35 The Region should lobby the Province to pass legislation requiring owners of a property to register any known contamination on site on property title(s).

#### Air Quality

- PS-37 The Region should lobby the Federal Government to pursue more stringent domestic and international standards on emissions of substances into the atmosphere.
- PS-37 The Region should investigate making the licensing of commercial operations that use and repair air conditioners/refrigerators contingent upon their meeting the Provincial/federal requirements.
- PS-37 The Region should set up a small Regional Environmental Office to coordinate a local effort to ban CFC's.
- PS-37 The Regional Environmental Office should also be mandated to distribute educational materials, put on seminars etc. pertaining to air pollution and other environmental issues.
- PS-37 The Region and local school boards should undertake public education to promote means of reducing indoor and outdoor air, pollution from all sources.
- PS-40 The Region should partially fund a chair at McMaster University in air pollution reduction technology.
- PS-41 The Region should give awards annually to businesses that dramatically reduce their emissions of substances into the atmosphere, produce new technology that is capable of reducing air pollution, or in some other way improves local air quality or contributes in a significant way to the protection of the atmosphere.
- PS-41 The Region and/or Area Municipalities should pass by-laws restricting dust emissions from construction sites, landfill sites, etc.
- PS-41 The Region should phase out incineration as a waste management method.
- PS-41 The Region should ensure that all contractors and subcontractors working for the Region have very stringent controls in place to stop dust from being allowed to become airborne.
- PS-41 The Region should ensure adherence to requirements of adequate fresh air exchanges in buildings.
- PS-41 The Region should undertake audits of its premises, equipment and activities to ensure all reasonable efforts are being made to ensure high air quality.
- PS-41 The Region should introduce indoor plants and new filtration technologies into civic buildings and offices operated by the Region.

- PS-42 The Area Municipalities should strictly enforce their no-smoking by-laws.
- PS-42 The Region should implement a plan to establish a minimum amount of vegetation on each residential lot in H-W.
- PS-42 The Region should strive to hold itself up as a model in the use of low maintenance ground cover and ecological landscaping in areas of control.
- PS-42 The Region should prepare a detailed strategy of tree planting and tree protection to improve air quality that would include the preparation, passing and enforcement of a new Regional Tree Protection By-law.
- WB-13 Reduce industrial emissions.
- By 2000, establish a comprehensive data base and monitoring program on the Region's 500 largest industrial polluters.
  - By 2020, establish a comprehensive data base and monitoring program on the Region's 2000 largest industrial polluters.
  - Apply political pressure to industry in the Ohio Valley to reduce emissions.
  - Establish a Regional Environmental Office with a mandate to evaluate emission control policies utilized elsewhere, and to work with existing industry to develop emission reduction programs.
  - Direct the Regional Economic Development Department to direct its energies to recruiting "clean" industries.

#### Reducing Energy Consumption

- PS-44 The Region should lead by example in the area of building/equipment energy efficiency. The most energy efficient facilities and equipment should be purchased or leased when the Region acquires new office space, capital facilities, machines, lighting systems or office equipment.
- PS-44 The Region should advertise the availability of grants offered through agencies such as Ontario Hydro for energy efficiency retrofits or upgrades in commercial/industrial buildings with consideration given to further subsidize such programmes.
- PS-44 The Area Municipalities should investigate altering the building code requirements in their jurisdictions to increase the amount of insulation required in new buildings and the Region should lobby the Province to improve Provincial Building Code with regard to energy efficiency.
- PS-44 The Area Municipalities and Region should place an increased emphasis on promoting energy efficiency in new housing (access to public transit, solar orientation, use of vegetation to moderate climate etc.) when reviewing applications for subdivision approval, Official Plan Amendments, Zoning By-Law Amendments, and variances.
- PS-44 A Regional Environmental Office should be established within three years that would be responsible for distributing information on alternative energy use, energy conservation measures, energy efficient equipment/machinery, and building designs that reduce long term energy use. Such an office could be jointly financed with the Province and/or Federal Government.



- PS-44 Hamilton Hydro and other electrical utilities in the Region should promote the conservation of energy and use of alternative energy sources by using more peak-hour pricing for electricity, by providing financial incentives for energy use reduction, and by distributing information about means of energy use reduction.
- PS-48 The Region and the Province and/or Federal Government should combine with local industry to fund an engineering research "chair" at McMaster University related to solar energy/wind power, energy conservation strategies or alternative energy sources. The above bodies should also combine with Mohawk College to establish and fund a programme whose aim it is to provide training in the use of alternative energy systems, conservation methods, or in the design and production of buildings/equipment that are energy efficient.
- PS-48 Local business and industry representatives and groups (Chamber of Commerce, etc.) should be involved in efforts to promote energy efficiency and conservation, and a gradual transition to alternative energy sources. The Region's Economic Development Department should investigate the possibility of establishing a private sector umbrella organisation to coordinate educational and cooperative efforts.





# QUALITY OF LIFE

## VISION 2020

In the year 2020, disease and disability are being progressively reduced. All of us achieve our full potential in a safe, non-violent environment. Everyone has adequate food, shelter, income and education. Everyone has a valued role to play in family, work and community. We have access to affordable and appropriate health care, regardless of geography, income, age, gender, or cultural background. Cultural institutions and activities are recognized and supported for their contribution to community life and economic health. Cultural institutions reflect our historical development and the contributions of our diverse population.

All of us take responsibility for our health, citizenship and public decision-making. As citizens, we are active participants in cooperative, region-wide community planning. Government is coordinated, efficient and easily accessible. A well-educated, literate population is seen as a total community responsibility. Schools are leaders in effective learning and excellence in teaching. Lifelong learning is valued and supported across the community. All citizens are knowledgeable about sustainable development and quality of life issues. Our cultural institutions and groups advocate values consistent with environmental sustainability. Educational institutions instill sustainable values and citizens pursue sustainable lifestyles.

## GOALS

- CU-4 To strengthen cultural identities.
- CU-5 To ensure a literate and educated population.
- CU-5 To encourage the development of a vital, growing arts community.
- CU-6 To protect heritage elements.
- WB-5 Create government that is coordinated, effective, efficient and easily accessible in which citizens have meaningful participation.
- WB-6 Provide health and social services which are based on identified community needs (not on past utilization patterns) and which are characterized by:
  - a) a system that is coordinated, effective, efficient and easily accessible in which citizens have meaningful participation.
  - b) a shift in emphasis to health promotion and disease prevention.
  - c) provision of accessible, affordable, appropriate health and social services for all.
- WB-10 Foster strong, safe, and supportive families and communities.
- WB-12 Ensure an accessible, affordable, nutritious and personally acceptable supply of food and safe drinking water for everyone.
- WB-16 Ensure equitable access to quality life-long learning which:
  - a) enables people to contribute meaningfully to their community and is relevant to a broad range of employment ("needs-based education");
  - b) affords opportunity for people to maximize their potential; and
  - c) equips people adequately to make choices for themselves throughout their lives.
- WB-17 Support and foster cultural institutions that reflect our historical development and the contributions of our diverse population (Refer to the Report of the Implementation Team on Cultural, Historical and Educational Resources).
- WB-17 Increase the number of years of good health for the citizens of Hamilton-Wentworth by reducing illness, disability and premature death. (Objectives are adopted directly from the those of the Premier's Council on Health Strategy, which were based on Ontario-wide data; Many of the strategies are derived from Infowatch publications of the Health Priorities Analysis Unit at McMaster University.)
- EC-15 Increase the ability of organizations and individuals in the community to be leaders.
- EC-23 Become a world leader in education and lifelong learning.
- AG-16 Educate the Public re: Importance of Farming



## Objectives

### WB-17 Reduce tobacco consumption.

By the year 2000:

- a) reduce total tobacco sales by at least 50%
- b) reduce the percentage of young people aged 12-19 who smoke to 10%
- c) reduce the percentage of women who smoke to 15%
- d) reduce the percentage of men who smoke to 15%.
- e) increase to 100% the number of schools, workplaces and public places that are smoke free.
- f) eliminate sales of tobacco products to minors.
- g) eliminate use of tobacco products by pregnant women.

### WB-18 Reduce alcohol consumption.

By the year 2000:

- a) reduce the average annual adult consumption of alcohol by 25%
- b) reduce alcohol-involved motor vehicle accidents by 50%
- c) reduce use of alcohol among young people aged 12-18 by 50%.
- d) reduce incidence of fetal alcohol syndrome by 25%.

### WB-19 Increase the proportion of the population practising healthy eating and physical activity habits.

By the year 2000:

- a) increase to at least 50% the percentage of people age 18 and older who participate in physical activity equivalent to daily brisk walking for at least 60 minutes.
- b) increase to 100% the percentage of children and youth from Kindergarten to high school who participate in daily physical activity within the school program.
- c) reduce the consumption of dietary fat by 20%, from 38% to 30% of total calories.
- d) reduce the percentage of adults who have a body weight-for-height that puts them at increased risk to health by 33%, from 30% to 25%.
- e) increase the proportion of the population practising healthy eating habits.

### WB-20 Reduce illness, disability and premature death from heart disease, stroke, and cancer.

By the year 2000:

- a) reduce by 50% the number of people with diastolic blood pressure greater than 100 mmHg.
- b) achieve screening for breast cancer in 70% of women aged 50-69.
- c) achieve screening for cervical cancer in 90% of sexually active women age 18-64.
- d) increase the availability of radiotherapy facilities to permit the provision of appropriate radiotherapy to those newly diagnosed cases that require it (approximately 45% of new cases).

### WB-20 Reduce illness, disability and premature death arising from mental illness.

By the year 2000:

- a) reduce the overall suicide rate in the Region by 50%
- b) increase by 10% the number of people with schizophrenia who have full-time or part-time jobs.

- c) reduce disability arising from schizophrenia and dementias of the Alzheimer type.
- d) reduce the incidence of suicide among adolescents and the elderly.

WB-21 Reduce disability among physically and mentally impaired citizens and increase their integration into the community.

By the year 2000:

- a) reduce the incidence of disablement due to musculoskeletal and sensory disorders.
- b) reduce disability arising from developmental impairment.

WB-21 Reduce perinatal and infant mortality and long-term morbidity of perinatal origin.

By the year 2000:

- a) reduce the low birthweight rate by 40%
- b) reduce perinatal mortality among those of low birthweight by 40%
- c) reduce the burden of morbidity of perinatal origin by ensuring that 100% of newborns receive appropriate perinatal care.
- d) ensure a comprehensive parent support program is in place.

WB-22 Reduce illness, disability and premature death from AIDS and HIV infection.

By the year:

- a) 1995, reduce the spread of HIV infection in the population
- b) 2000, increase the average number of years between detection to HIV infection and progression to symptomatic AIDS and terminal illness.
- c) 1995, increase the number and knowledge base of health care providers providing adequate and effective treatment and care to people living with AIDS and HIV infection.
- d) 2000, increase the knowledge base of all medical and social aspects of HIV infection and AIDS.
- e) 1995, improve the provision of supportive social environments for people living with AIDS and HIV infection, including housing, community and social services.

WB-22 Reduce injury and death arising from motor vehicle traffic accidents.

By the year 2000:

- a) reduce motor vehicle accidents (MVA) by 15%
- b) reduce the death rate due to MVA in the 0-14 age group by 41%
- c) reduce the death rate due to MVA in the 15-24 age group by 22%
- d) reduce the death rate due to MVA in the 25-34 age group by 22%
- e) increase compliance regarding adult restraint use in cars to 95%.
- f) increase compliance regarding infant and child carrier use in cars to 95%.



## RECOMMENDATIONS

### Public Safety

WB-11 Increase awareness of and response to domestic violence.

- Create rapid response teams, consisting of trained individuals, to respond to domestic violence situations.
- Enhance training of police officers to respond sensitively to domestic violence situations.
- Support the development of an adequate number of emergency shelters for the victims of family violence.

WB-12 Increase police presence in the community.

- Increase police participation in neighbourhood planning.
- Promote the street beat system.
- Coordinate police activities with revitalized Block Parent and Neighbourhood Watch programmes.
- Extend police beat program to the schools.

WB-12 Increase the safety and security of neighbourhoods.

- Incorporate into Official plans, neighbourhood plans and the public transit system "safe planning" features such as good lighting, adequate security systems, visibility, telephones, and immediate access to help.
- Decentralize crime prevention education to the neighbourhood level.

### Supporting Our Cultural Institutions

CU-5 Encourage street level, spontaneous arts (street musicians, pavement artists, performers etc.).

CU-5 Create non-mainstream exhibit space and opportunities.

CU-5 Develop strong arts curricula in schools and at the post secondary level with links between artists, art organizations, and the schools.

CU-5 Encourage and financially support arts organizations in Region.

CU-5 Attract artists from outside the Region through an arts centre with low rent studios, boutiques and galleries.

CU-6 Investigate ways to make the arts more accessible and affordable for a broader public.

### Citizen Participation in Decision-Making

WB-5 Ensure citizen participation in local politics and governance.

- Institute a selection process similar to jury selection to invite greater public participation in government committees.
- Re-evaluate the terms of reference of Regional advisory committees for inclusiveness and representativeness.

- Hold town hall forums at both area municipal and regional level.
- WB-5 Ensure that government is coordinated, effective and efficient.
- Develop and implement mechanisms to evaluate government activity and to hold it accountable to citizens of the Region.
- WB-5 Enhance public access to and integration with Regional planning processes.
- Establish a coordinator's office for citizen action and outreach.
  - Develop mechanisms to evaluate the Regional Official Plan, and to hold it accountable to citizens.
  - Develop new community consultation models based on the Task Force experience, the healthy communities initiatives in British Columbia and Quebec, and the Oregon model for health planning.
- WB-7 Ensure citizen participation in health and social planning and governance (see also Goal 1, Strategy 1).
- By 1995, all local health and social service organizations and planning bodies (eg. the Hamilton-Wentworth District Health Council, the Social Planning and Research Council, the United Way, hospital boards and Children's Aid Societies) should have balanced representation of providers and consumers.
  - Develop advocacy mechanisms to ensure representation of the diverse population of the Region, particularly vulnerable groups.
- WB-10 Increase individuals' opportunities to influence and contribute to their communities.
- Strengthen cooperative partnerships among community based associations.
  - Support the community development activities of the Social Planning and Research Council, the Department of Public Health Services, and other organizations to assist individuals and communities to become empowered.
  - Continue to support a community information system among community based associations.
  - Include a human services section in the Regional Official Plan.
- EC-16 Make organizational changes at the Regional level.
- Establish a stakeholder committee to investigate the advantages and disadvantages of one tier government, and if warranted, change to one tier government for Hamilton-Wentworth.
  - Formalize the community consultation process by developing community consultation guidelines for each Regional government department to follow.
- AG-18 Advisory Committee on Rural/Agricultural Issues
- Establish an Agricultural Advisory Committee(s) (at the Regional and/or Area Municipal level) consisting of farmers, agricultural experts and rural residents to assess and advise Regional or Local Councils on rural/agricultural issues. The basis for such a committee could be incorporated into an official plan and the details regarding responsibilities, membership and reporting mechanisms could be contained in a separate procedural document.



### Instilling the Values of Sustainable Development

- LU-14 The City of Toronto, Healthy City Office in its report, *"Evaluating the Role of the Automobile: A Municipal Strategy"*, has identified the following key components to any public education strategy:
- Provision of facts about the consequences of a behaviour/lifestyle, and its negative effect on the health of individuals and the community.
  - Provision of information about what individuals can do, and how individual action can make a difference.
  - Provision of a range of options, allowing individuals to change their behaviour, according to what is possible for them.
  - Provision of incentives which reward responsible behaviour (ie. provide free transit passes for people involved in citizen committees as opposed to providing free parking).
  - Will require a leader and role models who demonstrate what is possible.
  - Will require group participation (employee, students, community groups, families) in establishing realistic goals.
  - Will require ongoing feedback and encouragement, including public assessment of results.
  - Will require activities that are focused at the community level through local citizen's organizations, neighbourhood groups, and personal contacts, and ongoing evaluation at that level.
  - Will require creation of coalitions among a diversity of public and private sector organizations to support a common objective.
  - Will require messages that foster public awareness and support for legislative changes aimed at mandating desired behaviour changes.
  - Will require consistent messages that are delivered by a variety of public and community agencies.
- EC-23 Introduce the concept and principles of sustainable development into the educational system at all levels.
- The Region should meet with the various levels of formal educational institutions (local boards, private schools, post-secondary institutions) to discuss the concept of sustainable development as part of the curriculum.
  - A program should be developed with each institution regarding the details of incorporating sustainable development into their teachings.
  - Train teachers to deliver the program.
  - Evaluate results of the program and obtain feedback from teachers and students. Make any necessary changes
  - Develop teaching awards for excellence in teaching sustainable development.

- EC-25 Introduce the concept and principles of sustainable development to other organizations in Hamilton-Wentworth.
- A program should be developed with each organization regarding the details of incorporating sustainable development into their operations.
  - Train individuals in each organization to deliver the program.
  - Evaluate the results of the program. Make any necessary changes.
  - Develop awards for excellence in the adoption of sustainable development principles in businesses.
- CU-5 Promote ideals of sustainability in industry.
- WB-17 Increase the proportion of adolescents and adults who understand sustainable development and the determinants of health, and assume responsibility for areas within their control.
- AG-16 Educational Programs in Schools re: Agriculture
- School Boards at all levels should investigate the creation or expansion of existing curriculum courses on agriculture, farming or food production.
  - Expand the existing program of school tours to farms and food processing operations in the Region.
- AG-16 Facts about Farming in Hamilton-Wentworth is a vital part of public awareness/involvement in agriculture.
- Explore all options for publication of data, information and important events in the rural community. A few suggestions include:
    - Economic Development Department publications with regular articles/features highlighting the agricultural sector;
    - Regional publication listing the "pick your own" farm operations, published by the Province, Region or local farm organizations;
    - Calendars of local agricultural activities and news;
    - Periodic focus on agriculture and the rural community in the Hamilton Spectator and area newspapers.

#### Developing a Life Long Learning Culture

- CU-4 Encourage cultural institutions to have greater involvement in community life.
- CU-4 Encourage cultural institutions to inter-act with each other.
- CU-4 Institute educative outreach programmes by cultural institutions.
- CU-5 Emphasize technical and artisan programmes equally with academic programmes in the school system.
- CU-5 Ensure gender equality in school programmes.
- CU-5 Promote continuing education and lifelong learning formally and informally.
- CU-5 Encourage retired people to become involved in volunteer teaching and become mentors.



CU-5 Develop education for leisure.

Protecting Our Historical Resources

CU-6 Establish strong heritage policies for use when reviewing development/redevelopment applications.

CU-6 Prepare a Regional archaeological and heritage inventory and policy plan.

CU-6 Encourage adaptive re-use of heritage features.

CU-6 Utilize heritage attributes of the Region in the economic strategy.

CU-6 Prepare a Regional heritage strategy that includes an inventory of landscape, heritage and cultural attributes and opportunities.

CU-6 Designate heritage conservation districts.

CU-6 Ensure Regional undertakings respect heritage of urban areas.

CU-6 Region will adaptively re-use heritage buildings.

CU-6 Ensure plans for local areas include heritage, culture, parks and open space.

CU-6 Institute a Regional legacies/bequests programme (property and cash) for the purposes of leisure, parks, open space, and culture.

CU-6 Identify and protect heritage and scenic landscape areas.

Health Care Services

CU-4 Ensure an equitable distribution of services throughout the Region (i.e.: recreation, library, social services, transportation).

WB-6 Provide health and social services based on identified community health and social needs in the Region.

- By 1995 develop and implement a fully operational Community Health Status Information System along the lines of the Health Priorities Analysis Unit at McMaster (in keeping with the Ministry of Health Mandatory Health Programs and Services Guidelines), that provides information on health status, social, economic and environmental indicators ("healthy community indicators") and has the capacity for needs assessment, monitoring and evaluation, as well as forecasting and modelling.
- Encourage the District Health Council to develop mechanisms to ensure that all existing and new health services are needs based.
- Provide education to providers, planners and consumers on the determinants of health and the importance of needs-based services.

- Actively participate in the Essential Regional Health and Social Research Project coordinated by the Health of the Public Project at McMaster University.
- Encourage the development, implementation and evaluation of models for the delivery of needs-based health and social services (possibilities include Community Health Centres, Comprehensive Health Service Organizations).
- Increase opportunities for non-physician health professionals (eg. dietitians, nurse-practitioners) to receive remuneration independently of physicians.
- Directly support the Province's Long Term Care Reform plan.
- Support enhanced rationalization of health services in the Region.

WB-7 Ensure a coordinated, effective, efficient, accessible health and social planning structure (see also Goal 1).

- Consider implications for the Region of the phased devolution from the Province of responsibility for planning, coordination and delivery of health and social services (as proposed by the Premier's Council).
- Encourage integrated health and social planning in the region, to more effectively address the broad determinants of health (other than the health care system) and their relationship to healthy public policy.
- Support the development of a social contract between service institutions and their communities (Refer to the proposed Public Hospitals Act).

WB-8 Advocate for a shift in emphasis to health promotion and disease prevention.

- Encourage the development, implementation and evaluation of models for health and social service delivery which provide financial incentives for professionals to increase health promotion and disease prevention activities.
- Support the development, implementation and evaluation of models for educating the public and the media on the broad determinants of health.
- Work with McMaster University and Mohawk College to improve education of health professionals in health promotion and disease prevention.
- Work with McMaster University and Mohawk College to increase the availability of continuing education courses on health promotion for family physicians, public health nurses and community developers.
- Support the full implementation by the Department of Public Health Services of the Ministry of Health's Mandatory Programs and Services Guidelines relating to health promotion and disease prevention.
- Work with research institutions in the Region (such as McMaster University) to increase health promotion and disease prevention research activity.
- Advocate for greater funding for research in health promotion and disease prevention from governments and other funding agencies.

WB-8 Ensure that health services are accessible physically (i.e. to people with disabilities), geographically, and culturally.



- WB-9 Ensure that health services are affordable (to individuals and to society).
- Support the District Health Council in initiatives to work with the Province, and with multiple sectors in the Region, for the continuation of universal health care.
  - Prioritize services/procedures based on identified needs and evidence of effectiveness and cost-efficiency.

WB-9 Ensure that health services are appropriate (to health needs (see Strategy 1)).

#### A Caring Community

W-9 From 1995, ensure that social assistance payments cover the actual cost of necessary goods and services (food, accommodation, clothing, recreation, transportation and insurance) consistent with overall community standards of living.

- WB-9 By 1995, establish programs to enhance economic security for displaced workers.
- Institute legal mechanisms to protect workers's unpaid wages and benefits in the case of employment solvency, receivership or bankruptcy.

- WB-10 Support initiatives which enable family members and neighbours to care for each other and for other members of their community.
- Promote child-care strategies which support families including adequate child-care spaces in community facilities, neighbourhood based parent/child resource programs, e.g.: toy lending services, parenting workshops, drop-in centres, and information and referral services) according to identified need.
  - Promote employment strategies to balance work and family care responsibilities, e.g.: flexible working arrangements, leave with job security, reduced working hours with pro-rated benefits.

- WB-11 Improve services for youth aimed at preventing, identifying and treating psychosocial problems.
- Support the Department of Public Health Services in their efforts to fulfil the Mandatory Programs and Services Guidelines on Healthy Growth and Development.
  - Develop, implement and evaluate innovative and specific school programs aimed at improving tolerance, cooperation and non-violent behaviour and reducing violent and aggressive behaviour.
  - Support the growth of appropriate referral linkages between schools and community-based social services and agencies.
  - Develop, implement and evaluate improved systems to monitor academic and personal development and to identify and respond to problems promptly.
  - Improve the availability of before and after school care programs and parent education.
  - Increase funding for teen and young adult recreation.
  - Provide community based workers to help teachers, parents and children overcome the problem of school yard violence.

WB-16 Reduce the rates of work accidents, time-loss injuries and industrial disease in the Region.

- Encourage occupational health and safety program development with grants and tax relief.
- Set an example for the private sector.
- work with McMaster University and Mohawk College to improve education of health professionals in occupational health and safety.

#### Adequate Food for All

WB-12 Support the Department of Public Health Services and other community agencies in their efforts to ensure an accessible, affordable, nutritious and personally acceptable supply of food and safe drinking water for everyone.

WB-12 Ensure the provision of nutritious foods to preschoolers in group settings.

WB-12 Develop and ensure the implementation of food policies in all schools.

WB-12 Support community efforts to promote increased access to sufficient, nutritious and personally acceptable foods, such as community gardens, food coops.

WB-13 Support the development of food policies for all food premises.

WB-13 Work with the Province to ensure that social assistance payments are adequate to provide for sufficient, nutritious, and personally acceptable food.

WB-13 Ensure the elderly have transportation to food or food to them.

WB-13 Encourage and support women in their efforts to breastfeed.

WB-13 Provide appropriate prenatal nutrition education to all women with special efforts made for high risk pregnancies.

WB-13 Ensure municipal water contains fluoride at levels no less than 1mg. per litre.

WB-13 Update standards for municipal water on a regular basis.

#### Improving Personal Health

WB-17 Increase the proportion of adolescents who are adequately informed of social, psychological, ethical and medical implications of sexuality.

WB-17 Support the Department of Public Health Services in their efforts to implement Mandatory Programs and Services Guidelines.

WB-18 Provide smoking prevention curriculum in all schools.

WB-18 Enforce legislation prohibiting minors from purchasing tobacco.



- WB-18 Provide smoking cessation programs in schools.
- WB-18 Promote non-smoking in prenatal and postnatal classes.
- WB-18 Provide smoking cessation programs in the workplace.
- WB-18 Approve and enforce legislation to prohibit smoking in the workplace and in public places.
- WB-18 License stores that sell tobacco.
- WB-18 Increase fines for selling to minors.
- WB-18 Support the efforts of the Hamilton-Wentworth Interagency Council on Smoking and Health.
- WB-19 Support the prevention efforts of the community eg) Hamilton-Wentworth Substance Abuse Community Action Group, Drug and Alcohol Awareness Week in November, PRIDE, Addiction Research Foundation, drug and alcohol education in all three Hamilton Boards of Education, Mohawk College and McMaster University.
- WB-19 Support the treatment and support services available to people who recognize their drinking problem and for those coping with a lived one with a problem.
- WB-19 Support the RIDE program.
- WB-19 Support the recommendations in the report of the Hamilton-Wentworth District Health Council, (June, 1992), the "Addictions Services Study: Community Needs Assessment"; the recommendations together address health promotion, early identification and intervention, treatment and rehabilitation for healthy individuals and communities.
- WB-20 Develop and support programs aimed at developing food purchasing and cooking skills targeted to the needs of various groups in the community eg. worksite programs, Supermarket Safari.
- WB-20 Develop and support programs to promote healthy body weights in the community especially among vulnerable groups such as middle aged men and adolescent girls.
- WB-20 Ensure the provision of reliable and appropriate nutrition education curriculum in all schools.
- WB-21 support the recommendations in the Mental Health Plan, Hamilton-Wentworth District Health Council, June 1992, and the I.D.E.A.L. Report, that address the well being of persons with mental health problems through housing, employment, social and recreational integration in the community.
- WB-21 support the recommendations in the report of the Regional Advisory Committee for the Physically Disabled, Long Term Care Subcommittee, (September 1991), the IDEAL Report - Integrating People with Disabilities into Every Aspect of Daily Living.







HAMILTON PUBLIC LIBRARY BOARD RESPONSE  
TO THE HAMILTON - WENTWORTH REGION'S VISION 2020:  
THE SUSTAINABLE REGION DOCUMENT

2.5a

## INTRODUCTION:

The Hamilton Public Library is pleased to provide to the members of the Regional Chairman's Task Force on Sustainable Development its response to the Vision 2020 document. The Library Board's contribution to this discussion is based on:

- ☐ Its Mission Statement: "To anticipate and respond to community needs for cultural, educational, recreational and information resources and to serve the community by providing and promoting equitable access to these assets."
- ☐ A distinctive Hamilton Public Library tradition of forming innovative community partnerships that successfully address prominent community development needs (e.g. the Literacy Learning Centre, the Career Resource Centre, the Resource Centre for Disabled Persons and development of the SkillSource data base).

### THE LIBRARY BOARD'S COMMENTS ON THE VISION 2020 DOCUMENT ARE AS FOLLOWS:

1. We recognize that the members of the Task Force and those who participated in the many working groups had a most difficult task set before them.
2. We understand that a more detailed implementation plan will follow and we recommend that it contain an outline of the economic and social trade-offs necessary to attain the Vision which is obviously, one of many that could be presented. The Library is concerned that there appears to be little room for freedom of choice for individual visions.

## 3. SUSTAINABLE DEVELOPMENT

The Vision Statement contains the following four principles on sustainable development:

- 3.1 The fulfillment of human needs for peace, clean air and water, food, shelter, education and useful and satisfying employment.

### Comment:

Through the Career Resource Centre, literacy tutoring programmes and provision of a broad based collection which supports the principles of life-long learning, the Library provides the opportunity for citizens to strive towards this goal.

- 3.2 The maintenance of ecological integrity through careful management, rehabilitation, reduction in waste and protection of diverse and important natural species and systems.
-

*Comment:*

This principle can be supported although we note that the Vision does not note how we relate to each others as individuals or to the environment

3.3 Provision for self-determination through public involvement in the definition and development of local solutions to environmental and development problems.

*Comment:*

The Library provides the residents of Hamilton-Wentworth information in many formats and produced by all levels of government. This material assists in the self determination process by providing open access to it. In recent years, the Library has encouraged the formation of Citizen's Advisory Committees at many of its branches. These committees assist staff in determining the future service direction of the branches to ensure that the services offered are relevant to community needs.

3.4 Achievement of equity with the fairest possible sharing of limited resources among contemporaries and between our generation and our descendants.

*Comment:*

This principle is open to interpretation and the Vision document should clarify what is ... here. It should be noted that the Library's Mission Statement includes the concept of equitable physical and social access to its resources.

#### 4. THE VISION

*We would comment on the following categories:*

##### 4.1 OVERVIEW:

We would agree that the role of the Central Area of the City of Hamilton should be strengthened and recognized. The Task Force must recognize that current urban development may to a very large extent, constitute the urban development in future years.

##### 4.2 GETTING AROUND:

The challenge indeed is how to incorporate the use of the automobile into our communities designs without allowing it to dominate the physical community. It should be noted that the use of libraries is very much affected by the modes of transportation available to people.

---



### **4.3 QUALITY OF LIFE/LIVELIHOOD:**

Because the Hamilton Public Library is a major cultural institution in the City of Hamilton and the Central Library located at 55 York Blvd., acts as a resource library for the Regional Municipality of Hamilton-Wentworth, we are especially interested in and committed to, participating in those initiatives which will lead to the betterment of life as described in the Quality of Life and Livelihood sections on page 3 of the Vision 2020 document. We recognize that the vision as described for these two areas may not be fully achievable but as an institution we are committed to assisting in the realization of these goals.

**This is what the Hamilton Public Library is doing to achieve the vision in these areas:**

#### **4.3.1 QUALITY OF LIFE:**

The Library has for a number of years, initiated and maintained collections and services that address many of the goals listed here. For example:

**(i) Literacy:** The Library has been a leader in the area of providing one-to-one literacy tutoring programmes as well as providing space which allow school boards to offer classroom instruction not only at the Central Library but at many branch locations as well.

**(ii) Physically Challenged:** Since its formation in the early 1980's, the Resource Centre for Disabled Persons has concentrated on making library collections available to the disabled and in providing information about disabilities to the disabled and their care givers.

**(iii) The Disability Information Services Helpline (DISH):** Since 1989 DISH has provided a telephone reference and information service for the disabled. This service and that of the Resource Centre For Disabled Persons are recognized across Canada for their leadership role and innovative service.

**(iv) Lifelong Learning:** Public Libraries are, by definition, advocates of "lifelong learning". The Hamilton system nurtures this concept through working with educational systems in the Region in cooperative resource sharing ventures. On a more general level, lifelong learning is fostered through the presentation of programmes and events which promote this concept. The Library has a long and, among public libraries, unique tradition of forming partnerships to foster this concept. For example, effective working relationships have been established with the Industry-Education Council, the Social Planning and Research Council, the Adult Basic Education Association, Mohawk College, Hamilton-Wentworth Community Information Services, local school boards, levels of government and libraries of all types.

**(v) Special Collections Department/Multilingual Services:** The Special Collections Department houses and preserves an invaluable collection of local historical information. The collection of multilingual books in some 25 languages demonstrates our commitment in recognizing the contribution of the diverse population living in this Region.

**(vi) Automation:** The Library is committed to future development of this goal through the development of an automated data base containing information on leisure, cultural, educational and recreational activities. When completed, this information will be available throughout the Region.

---

#### 4.3.2 LIVELIHOOD

The Library agrees that a skilled workforce is necessary to achieve a stable and flexible economy and has for many years developed initiatives to address this need.

(i) **Career Resource Centre:** Established in 1983, the Centre is a prime example of the initiatives undertaken in this area. In 1991 staff answered and accommodated over 30,000 requests for information on career related questions. Most of the users are in their mid 40's.

(ii) **SkillSource Data Base:** Currently under development is the installation of the SkillSource data base. When operational, Skillsource will be available throughout the Region and provide information on various training programmes.

(iii) **Learning Centre:** The Literacy programme deserves mention here as well for without the initial steps of Literacy, all subsequent training and skill development efforts are bound to fail.

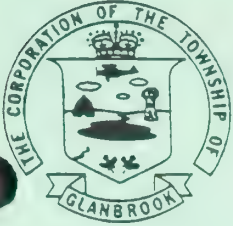
(iv) **Business Service:** The Library has developed over the years a specialized collection of business information and materials geared primarily towards small and medium size business and individual entrepreneurs. The Library plans to expand the service by making it more pro active and responsive to business needs.

*The Library looks forward to receiving the plan which is developed and to working with the Regional Municipality as well as the City of Hamilton and the Dundas and Wentworth County Public Library Boards to achieve the principles of sustainable development as outlined in the Vision 2020 document.*

*Hamilton Public Library Board  
July 15, 1992*

---





# THE CORPORATION OF THE TOWNSHIP OF GLANBROOK

P.O. BOX 130 MOUNT HOPE, ONTARIO L0R 1W0 TELEPHONE: (416) 679-4121 FAX: (416) 679-6537

July 21, 1992

File No. F-1-74

25b

Mr. Bill Pearce  
Division Head  
Strategic Planning Division  
Planning & Development Department  
Region of Hamilton-Wentworth  
P.O. Box 910  
HAMILTON, Ontario  
L8N 3V9

Dear Sir:

RE: Planning & Development Committee Report 6-92, Item 7  
Chairman's Task Force on Sustainable Development

At the regular meeting of the Glanbrook Township Council held on July 20, 1992, the following recommendation was adopted:

7. Region of Hamilton-Wentworth Chairman's Task Force on Sustainable Development

(F-1-7)

THAT the Council of the Corporation of the Township of Glanbrook direct the Township Planner to monitor and report to the Township Planning & Development Committee regarding the implementation of Vision 2020 as required;

FURTHER that the correspondence from the Region of Hamilton-Wentworth regarding the Region's Statement entitled "Vision 2020: The Sustainable Region" be received for information purposes at this time.

Any further questions or correspondence should be directed to Morgan Pirie, Township Planner at 544-4870 or 679-4121.

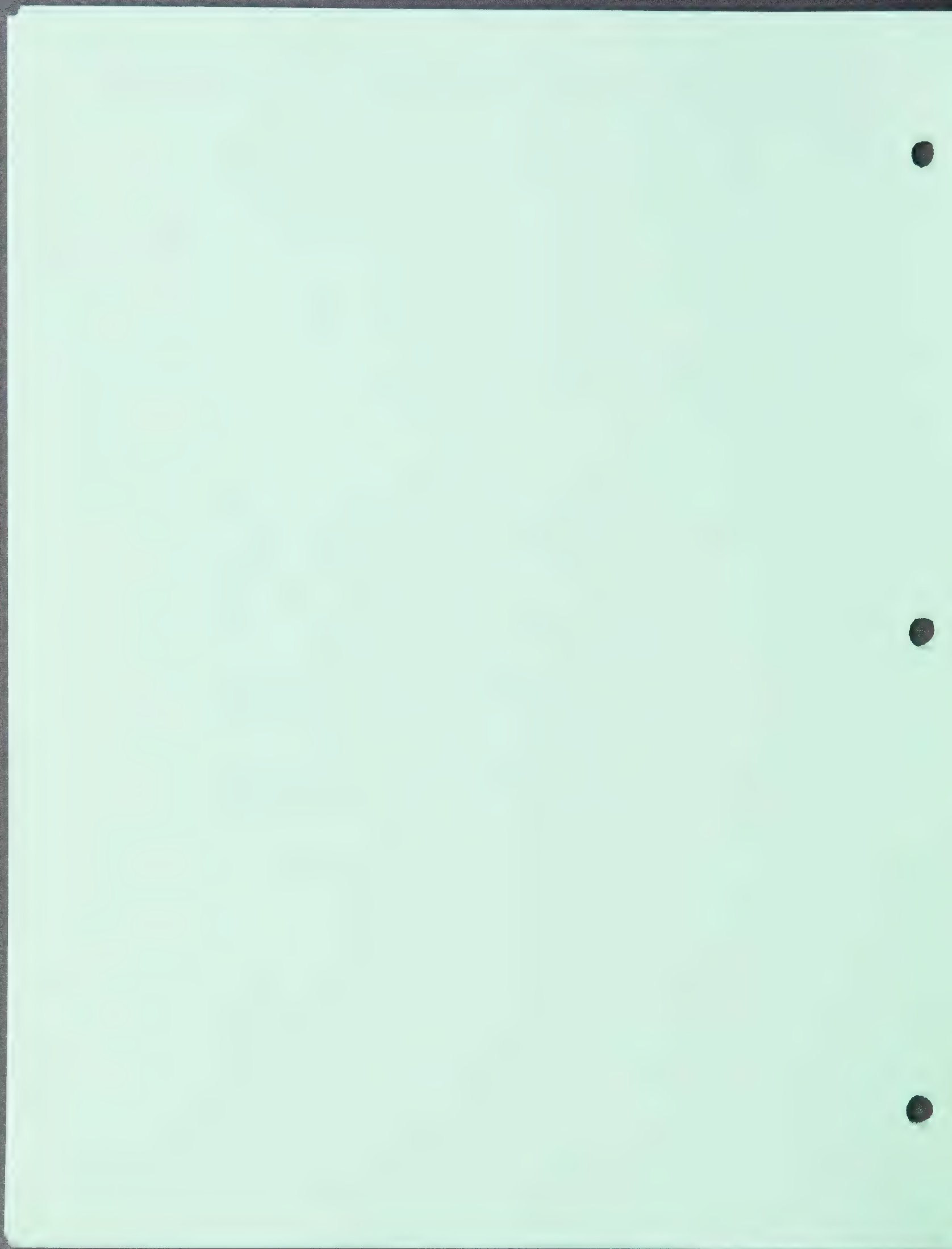
Yours truly,

A handwritten signature in cursive script that reads "J. Robert Gerrie".

J. Robert Gerrie  
Clerk-Administrator

/tb

cc: Morgan Pirie, Township Planner





2.5c

## WESTERN LAKE ONTARIO ENVIRONMENTAL COALITION EVENTS CALENDAR

July - September, 1992

These events were submitted for this calendar. Please include them in any newsletters or announcements to your own groups. Deadline for the October - December Events Calendar will be August 15.

### Saturday, July 11

Royal Botanical Gardens - Butterflies: Their Ecology and Identification - 9:30 a.m. - 4:30 p.m. Registration required. Fee. Rain date: Sunday, July 12. (RBG - 527-1158)

### Saturday, July 11

Hamilton Naturalists' Club - Butterfly outing - 11:00 a.m. Bill Lamond, leader. Meet at RBG Headquarters for car pooling and bring a lunch. Rain date: Sunday, July 12. (643-4526)

### Sunday, July 12

Royal Botanical Gardens - Cootes by Canoe - 1:00 p.m. or 3:30 p.m. Registration required. Fee. (RBG - 527-1158)

### Mondays, July 13, 27, August 10, 24

Royal Botanical Gardens - Monday Meanders - 6:30 p.m. - July 13 at RBG Nature Centre; July 27 at Laking Garden parking lot; August 10 at North Shore parking lot on York Road near the CNR overpass; Aug. 24 at Spencer Creek bridge on Cootes Drive. (RBG - 527-1158)

### Sunday, September 6

Hamilton Region Conservation Authority - Hermitage Hike - 3:00 - 4:00 p.m. Meet at the Gatehouse Museum parking lot on Mineral Springs Road. (Mary Jackson - 525-2181)

### Wednesdays, September 9, 16, 23, 30

Royal Botanical Gardens - Intermediate Ornithology and Bird Identification - 7:00 - 10:00 p.m. Registration required. Fee. (RBG - 527-1158)

### Thursdays, September 10, 17, 24

### Saturdays, September 12, 19, 26

Royal Botanical Gardens - Autumn-flowering Compositae - 7:30 p.m. Registration required. Fee. Indoor and outdoor sessions. (RBG - 527-1158)

**Thursday, September 10 and Saturday, September 12**

Royal Botanical Gardens - Mushrooming in Muskoka - 7:30 p.m.  
Registration required. Fee. Indoor and outdoor sessions. (RBG - 527-1158)

**Friday, September 11**

Royal Botanical Gardens - Things That Go Bump In The Night  
(The Insect Chorus) - RBG Nature Interpretive Centre -  
Registration required. Fee. (RBG - 527-1158)

**Saturday, September 12**

Royal Botanical Gardens - Introductory Beekeeping - 10:00 a.m.  
- 4:00 p.m. Registration required. Fee. (RBG - 527-1158)

**Sundays, September 13, 20, 27**

Royal Botanical Gardens - Autumn Wildflower Walks - Sept. 13  
at Webster's Falls; Sep. 20 at Rock Chapel; Sept. 27 at corner  
of Cannon and West St. N. (RBG - 527-1158)

**Sundays, September 13, 27**

Royal Botanical Gardens - Autumn Bird Walks - 8:00 a.m. Sept.  
13 at RBG Nature Interpretive Centre; Sept. 27 at McMaster  
University parking lot north of the tennis courts. (RBG - 527-1158)

**Sunday, September 20**

Hamilton Region Conservation Authority - Crooks Hollow History  
Walk - 1:00 - 3:00 p.m. Meet at Crooks Hollow Road parking  
lot. (Mary Jackson -525-2181 ext. 47)

**Sunday, September 27**

Hamilton Region Conservation Authority - Valens Fishing  
Derby - 6:00 a.m. - 12:00 noon. Valens Conservation Area. Gate  
fee. (Valens staff - 659-7715)



# Financing Urban Growth Through Development Charges

Enid Slack and Richard Bird\*

## PRÉCIS

Depuis de nombreuses années, des municipalités de l'Ontario et de la Colombie-Britannique imposent des frais aux promoteurs immobiliers afin de récupérer le coût en capital de la croissance provenant des nouveaux aménagements. Les pressions financières sur les municipalités, auxquelles il faut ajouter une philosophie selon laquelle la croissance devrait se financer elle-même, ont fait des impôts sur les aménagements une source de revenus très courante dans les municipalités.

Cet article examine la législation et les expériences récentes de l'Ontario et de la Colombie-Britannique dans le domaine des impôts sur les aménagements immobiliers. Il analyse également les effets économiques du financement du coût en capital de la croissance par ce moyen. Quoique les répercussions des impôts sur les aménagements ne soient pas connues et dépendent de nombreux facteurs, il semble probable qu'au Canada les impôts sur les aménagements soient davantage supportés par les acheteurs d'habitations neuves que par les promoteurs immobiliers. Comme ces acheteurs doivent payer également des impôts fonciers pour financer aussi bien les services existants que les services futurs, cette double imposition est inéquitable.

## ABSTRACT

Municipalities in Ontario and British Columbia have been levying charges on developers for many years to pay for the growth-related capital costs arising from new developments. Financial pressures on municipalities coupled with the philosophy that growth should pay for itself have made development charges a popular source of municipal revenue.

This article reviews the legislation and recent experience with development charges in municipalities in Ontario and British Columbia. It also analyzes the economic effects of financing growth-related capital costs in that way. Although the incidence of development

\* Enid Slack Consulting Inc. and Department of Economics, University of Toronto, respectively. We are grateful to David Nowlan for helpful comments on an earlier version of this paper.

charges is unknown and depends on many factors, it seems likely that in Canada the development charges are borne by new-home buyers rather than developers. Since new-home buyers also pay property taxes that are used to finance both existing and future services, this double charging is inequitable.

## INTRODUCTION

Municipalities in Canada, as everywhere, face increasing financial pressures as rising demand for local services confronts declining provincial government assistance to municipalities and local pressure to limit property tax increases. New developments require large capital outlays. Historically, such investments were financed from property taxes, water and sewer rates, grants from other levels of government, and borrowing. In some provinces, however, municipalities have become increasingly reluctant to go into debt for any purpose and have been relying almost exclusively on current revenues. High interest rates in the 1970s coupled with provincial restrictions have made borrowing less desirable for municipalities. Municipalities are thus turning more and more to the private sector to finance the infrastructure costs of new development.

Development charges, known in British Columbia as development cost charges (DCCs) and elsewhere in Canada as lot levies (and in the United States as exactions and impact fees),<sup>1</sup> are charges per lot (or per area) imposed on developers to finance the off-site costs of development.<sup>2</sup> Such charges are also sometimes applied in cases of redevelopment. Generally, charges are levied to finance the building of water supply systems, sewage treatment plants, trunk mains, and roads, but they have also been used to finance such services as libraries, parks, recreation centres, and schools.

Development charges in some form have existed in British Columbia for two decades and in Ontario for three, but their importance has increased substantially in recent years. This article provides a review of recent experience with DCCs in the two provinces, followed by an analysis of the likely economic effects of financing new urban development in this way. A brief final section concludes the paper.

## DEVELOPMENT CHARGES IN BRITISH COLUMBIA AND ONTARIO

### British Columbia

Under the BC Municipal Act,<sup>3</sup> local governments are entitled to levy DCCs to pay for services in specific developments where there is an approval of subdivision or a building permit authorizing construction, alteration, or

<sup>1</sup> The terms are used interchangeably in this paper (but see footnote 7, infra).

<sup>2</sup> On-site services (sidewalks, water, sewers, roads, street lighting, and so forth) are always the responsibility of the developer.

<sup>3</sup> Municipal Act, RSBC 1979, c. 290, as amended.



extension of a building or structure. Once collected, the funds must be placed in a separate DCC reserve fund for each purpose for which the charge was levied.

DCCs may be levied to pay for the capital costs of providing parkland and providing, constructing, altering, or expanding sewage, water, drainage, and highway facilities (other than off-street parking facilities) to service, directly or indirectly, the development for which the charge is being imposed. The DCC thus applies only where a development imposes new capital cost burdens on a local government, and the funds can be used only to pay the costs and debt charges on debt incurred for that development.

Church properties, buildings that contain less than four self-contained units for residential use only, and cases where the value of the work does not exceed \$50,000 are excluded from the charge. In addition, no charge is applicable where there is no new capital cost burden on the municipality or where a DCC was previously paid on the development (unless new capital costs are imposed on the municipality).

The DCC is payable at the time of the approval of the subdivision or the issue of the building permit, as determined by the municipality. In some instances, the charge may be paid in installments over a period of years.

DCCs may vary with respect to different zones or different defined or specified areas, different uses, different capital costs as they relate to different classes of development, and different sizes or different numbers of lots or units in a development. Charges must, however, be the same for all developments that impose similar capital cost burdens on the municipality. Also, as part of the determination of the charge, the municipality is required to consider future land use patterns and development, the phasing of services, the provision of parkland, whether the impact of the estimated development cost charge is excessive relative to the capital cost of the standards maintained for existing services, whether it will deter development, and whether it will discourage the construction of reasonably priced housing or serviced land. The rationale for the magnitude of the charge has to be made available to the public on request. The province's inspector of municipalities must be satisfied both that the charge is related to the capital costs attributable to projects included in the bylaw and that the local government has considered the impact of the charge before a DCC is imposed.

The Municipal Act also permits a local government to require an owner to provide "excess" or extended services (roads, water, and sewer and drainage systems) beyond his own lands, in which case the municipality collects charges from subsequent property owners connecting to or using the excess or extended services and repays the owner (including an interest component as determined by bylaw).

In summary, although the legislation governing DCCs in British Columbia is fairly specific about which types of capital costs are eligible, it is quite vague about how the services relate to the development since charges can be levied to cover the capital costs incurred to service *directly or indirectly* the development to which the charge is applied.

To determine the nature and scope of the use of development cost charges in British Columbia, a mail survey of municipalities was undertaken at the end of 1989.<sup>4</sup> The response rate for the survey was high, indicating the municipalities' interest in DCCs: 114 municipalities (77 percent of the total) returned the questionnaires.

Of the 114 municipalities that responded, 52 were currently applying some form of DCC. Of the 62 that were not, 6 municipalities expected to adopt DCC bylaws in the next few months. In contrast, in one district, 3 DCC bylaws that had been in effect were repealed in 1989 because the specific projects to be funded by the DCC were completed and there was no further need for it. Of those municipalities that had DCC bylaws in place, 5 reported that there had been no developments in their jurisdiction in recent years.

Most municipalities apply DCCs for water (73 percent) and sewers (67 percent). DCCs were also used in more than half the responding communities for roads and highways (58 percent), parkland and public open space (54 percent) and drains (52 percent). In one district, charges were used for pedestrian overpasses in addition to parkland and public open space.

All municipalities imposed DCCs on residential property. In 94 percent, a charge was also levied on commercial property; in 84 percent, on industrial property; in 80 percent, on lot subdivision; and in 20 percent, on other categories of properties (for example, institutional properties such as schools and hospitals).

Thirty-nine percent reported that, in addition to development cost charges, other arrangements were made between municipalities and developers. In many municipalities, developers construct some capital works directly and, in some cases, can negotiate a shared-cost arrangement on an ad hoc basis with the municipality. In one area, which is largely serviced, any services needed for redevelopment are either provided by the municipality or are paid for by the developer as part of the zoning and subdivision requirements. Although such payments do not take the form of DCCs, they of course represent a charge on developers.

The municipalities surveyed considered development cost charges to be important for financing the growth-related costs of development in order to avoid placing additional burdens on existing revenue sources. Nonetheless, in no case were development cost charges a significant portion of total municipal revenues.

The method of calculating DCCs is specified in individual municipal bylaws, which differ greatly in detail. In the more detailed bylaws, engineering estimates are made of the actual and projected costs of service provision. Costs are sometimes apportioned between existing residents and the new development, where the service provided will result in benefits to both groups. In some cases, efforts are made to differentiate service needs

<sup>4</sup> For further details on the survey reported here, and on the subject of this paper as a whole, see Enid Slack, *An Economic Analysis of Development Charges in B.C. and Ontario* (Vancouver: The Laurier Institute, 1990).



Table 1 Development Cost Charges in British Columbia, 1989-90

Type of municipality	Number of respondents <sup>a</sup>	Services financed			DCC varied by <sup>d</sup>		DCC per dwelling, \$ <sup>e</sup>
		All <sup>b</sup>	Some <sup>c</sup>	House	Area		
District	17	8	9	10	11		160-7,600
Township	2	2	0	2	2		3,600-12,000
City	18	3	15	10	10		60-5,500
Town	5	1	4	2	2		130-3,600
Village	10	0	9	9	5		400-1,300
Total	52	14	37	33	30		60-12,000

<sup>a</sup>Not all respondents provided information on all categories, so totals may not agree.  
<sup>b</sup>Sewers, water, roads, parkland or open space, and drainage. <sup>c</sup>Ranged from one service in 7 municipalities to four in 8 municipalities, with no clear pattern. <sup>d</sup>DCCs can vary by type of housing and by area of municipality in which the development is located. Twenty-two municipalities varied charges by both factors, 11 by housing type only, 8 by area only, and 8 by neither. <sup>e</sup>These figures were estimated for single-family dwellings for each municipality to give a rough order of magnitude. In the 19 municipalities in which there is no area variation, the range is from \$60 to \$8,100. Two municipalities have special systems: in one, the area charges are defined differently for each service; in the other, a charge per hectare is levied in addition to the flat-rate charge per unit.

Source: Enid Slack, *An Economic Analysis of Development Charges in B.C. and Ontario* (Vancouver: The Laurier Institute, 1990).

by type of development to provide a basis for charging different levies on different types of properties. The DCC is generally differentiated by zones or areas of the municipality to reflect the fact that different services are provided in different parts of the municipality. In addition, charges often vary by the type of dwelling unit—single-family, multiple residential, and so forth.

As table 1 shows, most municipalities levy charges on some services, but few levy on all the services possible in law. In most municipalities, the charge is differentiated according to the location of the property in the municipality, the housing type (single-family, multiple-residential, and so forth), or both, but there are significant differences in the degree of variation. For example, one municipality may differentiate only according to urban and rural areas whereas another may differentiate according to ten specific areas. Similarly, housing unit types range from 2 to over 40 categories.

Charges vary considerably also in amount.<sup>5</sup> In the small cities, towns, and villages, the levy tends to be fairly small, exceeding \$1,300 only in one town (Sidney, which is part of the Capital Regional District and which is experiencing significant growth). The DCC is largest in some parts of the townships of Langley and Richmond and the districts of Surrey and West Vancouver, all of which are contained in the Greater Vancouver Regional District (GVRD), have significant populations, and are generally fast-growing.

<sup>5</sup> Table 1 summarizes only charges for residential single-family dwelling units, which are generally levied on a per lot basis. In the case of commercial and industrial property, charges are generally levied on a per hectare basis. Single-family homes tend to attract the most attention from both the media and policy makers.

Unfortunately, the survey did not address the question whether servicing costs are higher in some municipalities (such as those in the GVRD) or whether the market can bear higher charges in the rapidly growing municipalities. Given the topography of British Columbia, it seems likely that the provision of water and sewers may well cost more in the interior part of the province than in the GVRD. Notwithstanding the legislation that suggests that DCCs should be directly related to the costs of services, there thus appears to be an element of "what the market will bear" in the determination of charges. In a DCC bylaw assessment in one municipality, for example, one issue explicitly considered was the implication for economic development of the DCC policies and practices of neighbouring communities.

## Ontario

Although it was only in December 1989 that the Development Charges Act, 1989<sup>6</sup> was passed, development charges have been applied to new developments in Ontario since the 1950s under the name of lot levies and under the authority of the Planning Act, 1983.<sup>7</sup> In the 1950s and 1960s, rapid urbanization in Ontario led to an increase in housing construction. "Hard services" such as water, sewers, and roads for new developments were installed and paid for by local governments through debentures and through property taxes and local improvement charges on benefiting properties. At the same time, the emphasis in infrastructure financing began to shift to the private sector as developers were increasingly required to provide municipal services in their developments in return for the municipality's permission to undertake the development. Some developers were required to make cash contributions to municipalities toward the growth-related costs of off-site services such as sewer and water trunk lines and plants; others were required to provide such services directly. Since 1961, municipalities have had the authority to require such cash contributions as a condition of approval of plans of subdivision, but only for sewers, water, and roads.

During the 1970s, there was a housing construction boom in Ontario, and municipalities became more interested in lot levies as a source of revenue. The size of the levies and the scope of services for which they were collected increased. At the same time, regional governments were formed to provide many of the services formerly provided at the local level, especially sewers, water, and regional roads. Regional governments also began to impose lot levies. There was no concomitant decrease in local levies, however. Local municipalities maintained their levies but collected them for other services.

<sup>6</sup> SO 1989, c. 58.

<sup>7</sup> SO 1983, c. 1, as amended. The term "lot levies" has been used in Ontario for the last 30 years. "Development charges" is a legal term that covers not only levies on a per lot basis but also levies based on hectares and other measures. The information in this section is largely based on David P. Amborski, "Impact Fees Canadian Style: The Use of Development Charges in Ontario," in Arthur C. Nelson, ed., *Development Impact Fees: Policy Rationale, Practice, Theory, and Issues* (Chicago: Planners Press, American Planning Association, 1988), 52-64; and Ministry of Municipal Affairs, "Lot Levies and Front-End Financing" (Toronto: the ministry, 1988).



The result, not surprisingly, was almost a doubling of levies in many jurisdictions. By the 1980s, virtually all municipalities experiencing rapid growth in Ontario were making use of lot levies to finance services for new developments. Several municipalities had extended their levies to commercial as well as residential property.

The 1989 Development Charges Act brought several important changes. The definition of growth was expanded to include rezonings and the issuance of building permits, and municipalities can now legally charge for such "soft services" as recreation centres and social services. The Act also extends the power to levy charges to school boards. This means that four bodies can now levy on any one developer: the regional municipality, the local municipality, the public school board, and the separate school board.<sup>8</sup>

Basically, what the new Ontario law attempts to do is to make the application of development charges by Ontario municipalities more certain over time and more consistent. Municipalities can levy on residential, commercial, and industrial development, exempting some uses and areas from the imposition of the charge, as they see fit. The Act does not specify exactly how the levy should be calculated, except that charges are to reflect the "growth-related net capital costs" attributable to each of the uses of land, building, or structures.<sup>9</sup> The calculation of the charge is to be based on standards for services that are no higher than current standards or standards over the preceding ten years in the municipality or the designated portion of the municipality. Charges may also be indexed for inflation.<sup>10</sup>

Municipalities can also enter into agreements with owners who wish to accelerate the development of their lands. The municipality can have owners pay municipalities for the installation of water, sewers, and roads required to accelerate development, collect the extra costs from subsequent owners who benefit from the services, and then reimburse the original owners from development charges paid by subsequent (benefiting) owners.

The new education development charge differs in some ways from the municipal development charge. For example, boards of education are required to calculate the amount of the charge according to specified procedures for estimating the number of new students expected from the new development, to determine (according to provincial guidelines for education

capital grants) the net capital cost for new schools (net of expected provincial grants), and to determine the portion of that cost that will be charged to the lot levy. The boards are also required to determine the amount of the development charge (between 0 and 40 percent) that will be applied to commercial property. Expenditures are restricted to those that are eligible under the capital grant plan, and no expenditures can be made without the approval of the minister of education.<sup>11</sup> However, the legislation does not explicitly limit the amount of the development charge a school board can levy.

Since the educational levy is struck (and paid by the developer) prior to occupancy of the units, school boards must estimate the number of students (elementary and secondary) they expect from each development. This system thus provides an incentive for the boards to overstate their projected enrolments.

Most regional governments in Ontario levy a development charge. Historical exceptions are Metropolitan Toronto (the largest metropolitan government in Canada) and the Region of Niagara, both of which are currently considering the application of levies. Even in these two regions, some of the lower-tier governments levy a charge. As in British Columbia, the Development Charges Act in Ontario does not preclude municipalities from entering into other agreements with developers to exact cash payments or in-lieu payments such as provision of land for parks, schools, and so forth. Indeed, the Planning Act in Ontario explicitly provides for these types of exactions. In some municipalities with no development charges, other exactions may exist. Unfortunately, it is extremely difficult to obtain information on these other payments.

The fastest-growing regions in the province are in the Greater Toronto Area (GTA) and, not surprisingly, the use of development charges is most widespread in these regions. Table 2 summarizes the situation in 1989 in the four regions surrounding Metropolitan Toronto.<sup>12</sup> In the Region of Durham (to the east of Metropolitan Toronto), for example, the regional levy was differentiated by three categories of housing units: (1) single-family dwellings, semi-detached, and townhouses; (2) apartments with two or more bedrooms; and (3) bachelor and one-bedroom apartments. In each of the area municipalities, the charge was also differentiated by the category of housing unit, although the number of categories varies across municipalities.

<sup>8</sup> In Ontario, separate (Roman Catholic) school boards are funded in the same way as public school boards.

<sup>9</sup> The growth-related net capital cost is the portion of the net capital cost (net of grants and subsidies) that is "reasonably attributable to the need for such net capital cost that results or will result from development in all or a defined part of the municipality" (section 1, *supra* footnote 6).

<sup>10</sup> Municipalities in Ontario are currently attempting to implement development charges under the new Act. Among the issues that have arisen in the application of the legislation are: the portion of the capital expenditures that can reasonably be attributed to growth, the appropriate level of service to apply to growth-related capital expenditures, and the method of cost allocation between residential and non-residential properties. These issues are beyond the scope of this paper.

<sup>11</sup> This provision is particularly troublesome to boards that do not currently make use of provincial grant funds for capital purposes. If they do not levy a development charge nor collect provincial grants, they are free to make whatever capital expenditures they choose. A school board that levies a development charge but does not rely on provincial grants at all will now require provincial approval for any capital expenditure.

<sup>12</sup> This discussion pertains to 1989 before the new Act came into force and therefore before school boards could levy charges. (The 1990 regional and local levies in the Greater Toronto Area were similar in pattern and slightly higher in absolute amount, according to the UDI Development Charges Survey, November 1990.) Outside the Greater Toronto Area, development charges are also significant in the Ottawa-Carleton Region where regional and local levies combined in 1989 amounted to \$11,000 to \$13,000 in different municipalities.



Table 2 Lot Levies in Ontario (Greater Toronto Area), 1989

Region	Levies on single-family dwellings, \$		Variations in		No. of municipalities with industrial levies
	Region	Municipality	Housing type	Other	
Durham	5,800	2,400-4,000	Yes	By area <sup>a</sup>	1
Halton	3,000	2,100-3,600	Yes	By area <sup>b</sup>	2
Peel	5,200	3,500-8,000	Yes	No	all
York	5,800	3,500-8,800	Yes	No	none

<sup>a</sup>In one municipality. <sup>b</sup>In two municipalities.

Source: Same as table 1.

The charge was generally calculated for sewers, water, and roads, and, in one municipality, for recreation.

Charges in the Region of Halton (west of Metropolitan Toronto) were also differentiated by housing type and, in some municipalities, by urban and rural areas. In contrast to all the other Toronto-area regions, the Region of Peel and its constituent municipalities all levy on residential, commercial, and industrial property. In one city, the commercial and industrial charge reached a high of almost \$40,000 per net hectare. Finally, in the Region of York (north of Metropolitan Toronto), charges are again differentiated mainly by housing type, with housing types in one town also differentiated by tenure status. The purposes of the levy are more encompassing in the Region of York than in other regions. In addition to levying on water, sewers, and roads, the region also levies a "base" charge; and in one town, there is a levy for administration and sidewalks as well as the usual services.

As in British Columbia, development charges in Ontario can be seen to vary considerably across municipalities. There are similarities, however, in the amount of the charge in neighbouring municipalities and regions.<sup>13</sup> Development charges are generally uniform throughout the jurisdiction levying the charge, although occasionally the charge is differentiated according to whether the development is in the rural or urban part of the municipality. Charges vary in most municipalities, however, in accordance with the characteristics of the dwelling units (single-family dwellings, semi-detached, and so forth).<sup>14</sup>

Generally, charges are levied for water, sewers, and roads and are based on the costs of those services but not for any particular development. The estimated total "growth-related costs" of all developments (by housing type)

<sup>13</sup> A study by D. P. Amborski, "Lot Levies: Service Pricing To Finance Urban Growth," a paper prepared for the Lincoln Institute of Land Policy, Cambridge, Mass., 1980, in which he interviewed municipal officials responsible for setting charges in Ontario municipalities, provides additional evidence of the "copy-cat" phenomenon, where municipalities look to neighbouring municipalities to determine the amount of their charge.

<sup>14</sup> In this connection, it is pertinent to note that one rationale for average-cost pricing in Ontario derives from the original purpose of regional government, to provide a uniform or average level of services to all residents of the regional municipality at similar tax rates. As noted below, however, average-cost pricing results in serious inefficiencies.

in the municipality is divided by the number of lots to determine the amount of the levy per lot. The levy thus calculated does not reflect the costs of any individual development but rather represents an average of the costs for all new developments in the municipality. Since this method of calculation does not reflect the marginal cost of providing services, it clearly reduces substantially the potential efficiency advantages of development charges.<sup>15</sup>

### British Columbia and Ontario Compared

Even though it is difficult to compare the use of development charges across provinces when there is such variation within provinces, a few general observations can be made. First, the BC legislation restricts municipalities in terms of the services they can levy for to water, sewers, roads, parks, and drainage. In Ontario, the new legislation is broader and, indeed, municipalities already levy charges for such services as recreational and cultural facilities and administration. In addition, school boards in Ontario can now levy for the growth-related capital costs of new schools.

Second, municipalities in British Columbia can levy for parks and open space, and over half of the municipalities that levy development cost charges do so. Where a developer has provided parkland, the development cost charge is reduced accordingly. In Ontario, since under the Planning Act developers are required to set aside 5 percent of their land for parks, there were no development charges for parks until the 1989 Development Charges Act.

Third, local DCCs in British Columbia must be approved by the provincial inspector of municipalities before they can be implemented. Municipalities in Ontario do not require such approval (although they are subject to appeal at the Ontario Municipal Board). School boards, under the new legislation in Ontario, are required to obtain provincial government approval for development charge funds.

Fourth, most municipalities in both provinces differentiate charges by the type of housing unit. The designation of specific charges for specific zones is much more prevalent in BC municipalities than in Ontario, however.

Fifth, municipalities in both provinces are allowed to levy on all forms of property—residential, commercial, and industrial. Most of the municipalities surveyed in British Columbia levy on residential and commercial property, and many do so on industrial property as well. In Ontario, only a few municipalities levied on commercial and industrial property in the past, but that is changing.

<sup>15</sup> Some municipalities use a combination of lot levies and urban service area rates. Lot levies are applied uniformly within the particular jurisdiction, and then special area tax rates are applied (as part of the property tax) to those living in certain (presumably more distant) locations to pay for the costs of services in those particular locations. This is presumably an attempt at marginal cost pricing.



Finally, in both provinces, nothing precludes municipalities from negotiating other exactions with developers as part of the approval process, and this procedure appears to be widespread in both provinces.

### THE ECONOMICS OF DEVELOPMENT CHARGES

#### The Incidence of Development Charges

The literature on the incidence of development charges is limited and reaches no clear conclusion about who bears the burden of lot levies: new-home buyers, all homebuyers, developers, or pre-development landowners. The answer depends on such factors as whether the levy is uniform or non-uniform across municipalities, the demand and supply conditions in the market for new housing, and whether the existence and magnitude of the levy are known to the developer prior to the undertaking of the development.<sup>16</sup>

In the absence of a development charge, a developer will charge what the market will bear. The extent to which imposing a development charge results in higher prices for new housing depends, in part, on whether the charge is uniform or non-uniform across municipalities. In the case of a non-uniform development charge, in which a charge is levied in one municipality only, the developer in that location will be unable to raise the price of new housing in that location because his competitors in nearby locations are unaffected by the charge and will not raise their prices.<sup>17</sup> In contrast, in the case of a uniform development charge, in which developers of new houses in all locations are charged the same amount per lot, while the precise extent to which the charge can be passed on to new-home buyers depends on demand and supply conditions, new-home buyers are most unlikely to escape the charge.<sup>18</sup> The simplest case to analyze, and the one implicitly assumed in most of the literature, is a uniform development charge across municipalities (for example, over a housing submarket). In this case, developers will try to pass the levy on to new-home buyers by charging a higher price for new houses or by reducing the quality or size of the houses built. Developers at the margin will not bear the burden of the charge in terms of reduced profits because, in a competitive market, they are already earning profits at levels that just compensate for their costs and risks relative to other uses of their investment capital. Rather than bear the charge, they will not develop the land.

The extent to which a charge is reflected in higher prices for new housing depends, however, on the supply and demand conditions for new housing. For the developer to be able to pass on the levy fully to new-home buyers, the demand for new housing in those locations has to be fairly inelastic. In

other words, new-home buyers have to be relatively insensitive to price and willing to pay more to live in those communities. Such a market might exist, for example, in a community with "unique characteristics, such as historic, institutional, or scenic attributes, located within a larger market area."<sup>19</sup> Generally, the demand for housing tends to be relatively inelastic in highly desirable markets (such as Toronto and Vancouver) where there are few close substitutes, and in small urban areas where competition is limited. Under these circumstances, the levy will be passed on to consumers. Studies of development charges that have estimated demand and supply elasticities suggest that the type of market most often encountered is one characterized by a rather elastic supply and an inelastic demand.<sup>20</sup>

In the case of a non-uniform development charge, the market value of land will be reduced, and the charge will be borne by the landowner who owns the land at the time the levy is imposed (or anticipated). The timing of the charge, and even more important, the timing of the anticipation of the charge, may thus influence who bears the burden in the short run. In a growing urban area, however, increased demand for new housing will eventually force prices upward to the point at which it becomes profitable for the developer to proceed with the development so that in the long run the burden will again not be borne by the developer but passed on to the new-home buyer. The developer will bear the burden even in the short run only where the charge is non-uniform and where the developer already owns the land at the time the charge is anticipated.

To this point, we have assumed that neither the landowner nor the developer is earning excess profits (economic rents). Suppose, however, that the landowner is earning economic rents because the location is unique and desirable, or that a particular developer is earning economic rents because a change in zoning regulations now permits increased densities at that location. Under these circumstances, provided the non-uniformity of the charge is related to the economic rents, whoever is enjoying the rents at the time the charge is imposed would bear the burden of the development charge. From an efficiency perspective, the major effect of such a charge would be to stimulate earlier and more complete development of the land.

Where the non-uniformity is not related to rents, however—where the charge is related to the costs of services installed, for example—the analysis is more complicated. A non-uniform charge can be considered as being composed of two parts: a uniform component, which is the levy at the marginal location, and a non-uniform component, which is the differential across municipalities. The uniform charge on the marginal property will be passed on to the new-home buyer (as shown above); the differential portion will affect the value of the land. On the one hand, if the levy at a particular

<sup>16</sup> It is assumed throughout this discussion that the same level of service will be provided whether or not the levy is imposed: that is, only the differential effects of financing a given level of services through development charges rather than in some other way are considered.

<sup>17</sup> Robert C. Ellickson, "The Irony of 'Inclusionary' Zoning," in M. Bruce Johnson, ed., *Resolving the Housing Crisis* (Cambridge, Mass.: Ballinger, 1982), 135-77.

<sup>18</sup> Thomas P. Snyder and Michael A. Stegman, *Paying for Growth: Using Development Fees to Finance Infrastructure* (Washington, DC: Urban Land Institute, 1986).

<sup>19</sup> Stevenson Weitz, "Who Pays Infrastructure Benefit Charges—The Builder or the Home-buyer?" in James C. Nicholas, ed., *The Changing Structure of Infrastructure Finance* (Cambridge, Mass.: Lincoln Institute of Land Policy, 1985), 88.

<sup>20</sup> *Ibid.*



location is lower than that at the margin, the location would become more desirable and property values at that location would increase, resulting in increased economic rents to the landowner. On the other hand, if the levy at a particular location is higher than at the margin, property values at the location would be lowered. In short, the differential portion of the levy would be capitalized into land values.

As noted in the previous section, the charges levied in regional housing submarkets in Canada (in the Greater Vancouver Regional District and the Greater Toronto Area, for example) seem to be roughly uniform and to contain an element of "what the market will bear" in addition to any notion of the costs of services. Such charges are likely to be passed on to new-home buyers.

As Nicholas has suggested, who one thinks *should* bear the burden determines just how development charges should be structured.<sup>21</sup> First, if it is believed that the property served by the new facilities is the primary beneficiary in terms of increased property values, then the property owner should bear the burden. The charge should be designed so that it can be shifted backward onto the landowner,<sup>22</sup> since a charge that is anticipated before the developer purchases the land is more likely to be passed back than one anticipated later in the process. Second, if it is felt that development charges should capture the costs of the services provided to users, then they should be designed to be passed forward to new-home buyers. A charge imposed later in the process, perhaps even a charge at the time of occupancy, is more likely to succeed in this respect. Third, if the goal of the development charge is to tax away a portion of the economic rents of developers, then a charge that is differentiated across developments according to economic rent would be appropriate. It is unlikely, however, that municipalities (or anyone) can determine the magnitude of economic rents except by trial and error.

Provincial legislation in both British Columbia and Ontario requires municipalities to relate charges to the costs of services, which suggests that the second of these motivations may be the more important. In British Columbia, however, the DCC is payable generally at the time of subdivision approval, while in Ontario the new Act makes the charge payable when a building permit is issued, thus deferring the charge until construction is imminent and making forward-shifting more likely. In both provinces, charges are *not* varied by development, which suggests that tapping economic rent is not an important policy goal.

If, as seems likely in Canada, the development charge is borne by the new-home buyer, then, in theory, this charge is similar to a prepaid property tax. In the case of real property taxes, the municipality pays for the services (by

borrowing, for example) and then passes the costs (of the services as well as the costs of borrowing) on to the residents in their property taxes. With development charges, the developer pays the charge up front using borrowed funds (or equity) to finance the cost of services, and then passes these costs on to the residents. In the absence of interest-rate differentials, a new-home buyer should be indifferent between a lot levy financed over the mortgage period and annual property taxes. In reality, however, homebuyers face borrowing constraints. An addition to the initial purchase price in the form of an up-front levy may mean that a new-home buyer already at his borrowing limit is forced to offer less for any given house or to alter his buying decision.

With respect to intergenerational equity—who bears the burden of the costs and who enjoys the benefits of the services over time—three issues arise concerning the treatment of existing residents and new residents. First, to the extent that property taxes and user charges paid for by new residents are used to help retire the debt for existing infrastructure or are used to finance future capital expenditures, new residents are not only paying for their own facilities but also for those of existing and future residents. Many Canadian municipalities charge a capital levy as part of the property tax or as part of water and sewer billings, to put into reserve for future capital investments. Some property tax revenues are also used to retire existing debt (debt incurred in the past for current services). New-home buyers thus not only bear the burden of the costs incurred on their behalf but also costs incurred for past and future generations.

Second, to the extent that the facilities enjoyed by existing residents were financed in large part by previous generations of taxpayers, a move from general tax revenues to development charges on new residents implies that existing residents enjoy a windfall gain. If properly applied, development charges can be used to offset the financial impact of growth on existing residents; if not properly applied, however, they can result in windfall gains for existing residents and an undue financial burden on new development.<sup>23</sup>

Third, if development charges are used to pay for the growth-related capital costs of development and general revenues continue to be used to finance services to existing residents, then new developments are in effect being financed in accordance with the benefits-received principle of finance and existing developments are being financed in accordance with the ability-to-pay principle. This inconsistency in financing principles suggests that it may be time to consider how municipalities finance all services according to appropriate principles of taxation rather than differentiating on the basis of whether the services are located in new or existing developments.

<sup>21</sup> James C. Nicholas, "Impact Exactions: Economic Theory, Practice, and Incidence" (Winter 1987), 50 *Law and Contemporary Problems* 85-100.

<sup>22</sup> This is similar to the concept of a betterment levy. Where municipal services are put into place, they lead to an increase in land values with no effort or investment on the part of the landowner. Betterment levies are designed to tax some of the benefits.

<sup>23</sup> M.A. Stegman, "Development Fees in Theory and Practice" (April 1987), 46 *Urban Land* 2-6. Although not required to do so, at least three regional municipalities in Ontario have at one time used a "double charge" rebate, reducing the levy by an estimate of the debt financing component of user fees and property taxes.



### Economic Effects of Development Charges

Development charges have potential advantages in terms of the efficient use and provision of public services. In particular, properly designed development charges could in principle be used to cover two parts of a three-part tariff: the capital cost of constructing the facility and the capital cost of extending the service to a particular neighbourhood (where this latter cost is based on location, density, and distance, for example). However, development charges do not reflect the short-run marginal costs of using facilities, which has led Snyder and Stegman to question the efficiency potential of development charges.<sup>24</sup> In both Canadian cases discussed in this paper, some effort is made to design charges to reflect the capital costs of particular facilities, but in only a few instances are those costs related to the specific costs of development in particular locations.

More basically, if a development charge causes the developer to consider the full costs and benefits of his development (including both the private and social costs and benefits) when making a decision regarding location and type of development, then these charges can promote efficiency. It is more expensive per unit of housing to provide water infrastructure in a low-density neighbourhood than in a high-density neighbourhood, for example. Average-cost pricing thus tends to result in overdevelopment of the low-density type and underdevelopment of the high-density type relative to what is economically efficient.<sup>25</sup> To reflect the true costs of the development and to be economically efficient, development charges must therefore be differentiated by development. A development charge that is the same amount per lot for an entire municipality does not reflect the true costs of any one development and will not lead to efficient development decisions. From this point of view, Canadian experience with development charges seems unlikely to have improved efficiency.

To the extent that development charges result in an increase in the price of housing, as has likely been the case in Canada, the consumption of housing will obviously be reduced.<sup>26</sup> Nonetheless, to the extent that new homeowners are faced by prices for housing that reflect the true cost of housing—both the private costs and the municipal infrastructure costs—this may be efficient if not necessarily equitable (for the reasons noted above). Moreover, the general failure to tailor development charges to the costs of providing services, to particular housing types in particular locations again weakens the potential beneficial effects of this method of paying for new local infrastructure.

<sup>24</sup> See supra footnote 18.

<sup>25</sup> Dick Netzer, "Exactions in the Public Finance Context," in Rachel Alterman, ed., *Private Supply of Public Services: Evaluation of Real Estate Exactions, Linkage, and Alternative Land Policies* (New York: New York University Press, 1988), 35-50.

<sup>26</sup> Recall that this discussion assumes that the level of services provided is the same whether or not charges are levied.

### SUMMARY AND CONCLUSION

Municipalities in British Columbia and Ontario have been levying charges on developers for some years to recoup the growth-related costs of development. Financial pressures on municipalities coupled with the philosophy that growth should pay for itself has made this device an attractive revenue source for municipalities.

Development charges may be an important source of revenue for some municipalities, but they are not a large source. Moreover, because charges are limited to the growth-related capital costs of development—and are being increasingly placed under public scrutiny to ensure that they do relate to those costs—they seem even less likely to produce significant revenues in the future. If municipalities are seeking new sources to supplant property taxes, they should look elsewhere.

New-home buyers probably bear the burden of development charges rather than developers, an outcome which may in some respects be considered both fair and efficient (if not always politically popular). But new-home buyers are also paying property taxes, which are used to finance both existing and future services in the municipality. Moreover, a shift from general revenues to development charges means that existing residents enjoy a windfall gain: past generations have partly financed their services and they are not responsible for financing the services of new residents. Viewed from this perspective, the equity of development charges seems questionable, as does the efficiency of the particular "average cost" charging systems now used in Canada.

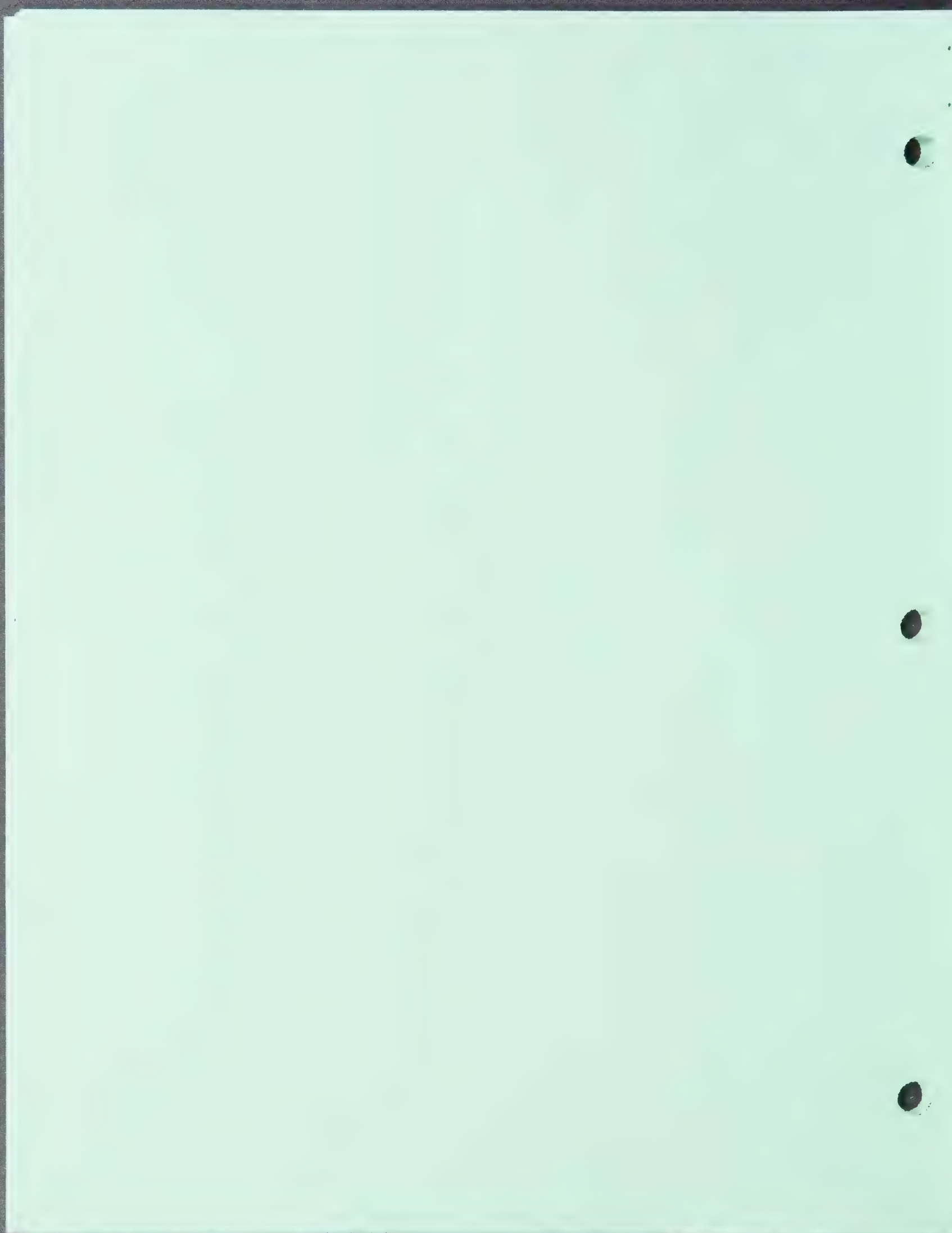
Development charges can be made more equitable and efficient, of course. In particular, they could reflect the true marginal cost of services by being determined on a development-by-development basis (as well as on the basis of housing type), because the cost of services varies by the type and location of development. In addition, if new-home buyers are to bear the burden of the growth-related costs of new development, then their property taxes (and user charges) should presumably be adjusted so that they are not also paying for existing and future residents. The adjustment could be made, for example, by reducing the charge to compensate for the debt-financing component of user fees and property taxes.

Finally, it is worth emphasizing that in an important sense what is really going on is the substitution of private for public borrowing. Canadian municipalities, particularly in Ontario, are generally run in a fiscally conservative fashion, partly by choice and partly in response to strong provincial controls on local borrowing. The traditional case for borrowing for local public capital facilities<sup>27</sup> is not accepted, and municipalities tend to pay for everything out of current revenues (including, of course, provincial grants) to the extent possible. One consequence of this policy is the increasing reliance on development charges discussed in this paper: in effect, public sector borrow-

<sup>27</sup> J. Richard Aronson and Eli Schwartz, eds., *Management Policies in Local Government Finance*, 2d ed. (Washington, DC: International City Management Association, 1981).



ing is replaced by private sector borrowing (by developers and new-home buyers). This substitution seems unlikely to be economically efficient, however, given the greater riskiness and generally higher transactions costs of private sector borrowing. As with the earlier discussion of equity and efficiency, the more closely one looks at the development-charges approach to financing municipal infrastructure, the less attractive it becomes.







Arthur Hanson

## TAKING SUSTAINABLE DEVELOPMENT FROM CONCEPT TO PRACTICE

The International Institute for Sustainable Development

2.5e

“Sustainable development focuses on linkages between environmental protection and management, wealth creation and economic development and the well-being of people.”

OF THE VARIOUS INTERNATIONAL commissions set up over the past decade none has had the pervasive impact of the Brundtland Commission (the World Commission on Environment and Development). Even before the release of *Our Common Future*, momentum was building through meetings held on almost all continents. The Brundtland Commission drew attention to the interlocked nature of the world's ecology and economy, to the outmoded decision-making structures and institutions addressing our future, and to the need for fundamental changes in how we do business and distribute wealth. Taken together, these concepts have been widely promoted through *Our Common Future* as sustainable development. This term has been variously described as "fuzzy," an "oxymoron," and as "essential to our well-being." The growing understanding of the serious nature of ozone layer depletion, the damage to land and forest resources in most countries and the unfolding picture of incredible industrial pollution in Eastern Europe have kindled

rather than dampened enthusiasm for the concept. Indeed preparations for the June 1992 Earth Summit in Brazil have added new concerns and practical considerations of international institutional change, capacity-building, technology transfer, and, of course, financing. Sustainable development, then, is starting to be expressed as a form of investment, with identified objectives and consideration of the means to move from concept to practice.

The International Institute for Sustainable Development (IISD) is part of Canada's response to the Brundtland Commission Report. IISD, along with the Round Tables on Environment and Economy, are a new type of institutional response. They aim to work through partnerships and networks, and seek to bring together sectors required to solve sustainable development concerns. Institutions for sustainable development become "institutions without walls" linking public and private sectors, and non-governmental organizations. These sectors often have been at loggerheads in past efforts for environmental management.

Sustainable development focuses on linkages between environmental protection and management, wealth creation and economic development and the well-being of people. This broader perspective helps draw together sustainability, competitiveness and prosperity as related rather than separate elements for national and international discussion.

IISD was announced by the Prime Minister in 1988. The Institute was established in 1990 as a non-profit private corporation supported by the Governments of Canada and Manitoba with headquarters in Winnipeg. The initial funding from these sources is \$25 million spread over a five-year period ending 31 March, 1995. The funds come from Environment Canada (\$13,750,000), CIDA (\$5,000,000), and the Provincial government (\$6,250,000); IISD can seek funds from other sources and already has started to do so. The Institute is governed by an Independent Board which can include up to 25 members, including both non-Canadians and Canadians. The mandate of IISD is to promote sustainable development within decision-making at the individual, community, corporate or governmental levels. We received the international mandate from Canada; it must be earned through the quality of our work if we are to be a credible organization world-wide.

Why should Canada take such an initiative, and why should Manitoba wish to support it? The answers take us to the heart of environment and development debates. Canada is well-respected for many of its leadership roles taken internationally on environmental issues. This observation should not give us any real degree of comfort that we are doing enough either nationally or internationally



to cope with these issues - because we are not. However, we can be among the leading nations in seeking out new arrangements for win-win solutions to environment and economic problems and linkages. If we are successful, it will help to keep us at a G7 bargaining table which is gradually shifting towards a sustainable development rather than an old-line economic development approach. We also will be positioned to deal with a "green round" of GATT, new international pressures on the way we use our forests, etc. These are direct benefits for Canadian industries and resource sectors, if they meet the challenges. In the broad context of South-North and East-West relations, Canada also recognizes the great need for partnership in dealing with sustainable development. For problems like global warming, no nation alone can successfully tackle these complex issues. IISD can help to build bridges, disseminate knowledge and work to build the capacity and institutions to bring sustainable development practices into place.

In our conversations with people in other countries, the point is repeatedly made that no matter how good our information and advice, if we cannot be shown to be applying it in our own backyard, then IISD will not be as powerful an agent for change as it might be. Manitoba provides good opportunities for partnerships pertaining to local action, and for understanding sustainable development within provincial level institutions. In fact, the Province has promoted the efforts of the Round Table more vigorously than some others and there are some interesting conclusions to be drawn already from its work on incorporating these ideas within existing governmental units. More generally, Manitoba is interested in the spin-off to it derived from the presence of international sustainable development R & D in the Province.

IISD board members believe root causes of unsustainable development must be investigated and have established a research program covering selected concerns dealing with public policies, corporate reporting, and institutional change. The initial work highlights the following activities:

**PUBLIC POLICIES** - The most significant statement for or against sustainable development is the annual budget. Yet, we do

not know how to design a sustainable development budget. This theme leads, of course, to other concerns related to tax and incentive systems, regional development expenditure and structural adjustment/debt issues. We are starting this work in Canada, and expect to extend it to other areas and, eventually, to international monitoring of sustainable development.

A second area begging for new perspectives, is trade and sustainable development. Through initiatives such as NAFTA and organizations like GATT we are becoming more dependent upon international agreements. Yet the debate about trade and environment is not well developed. Indeed there is more miscommunication than understanding at this point. We seek genuine rethinking of the discussion - to focus on how trade can support sustainable development. Nothing less than a fundamental restructuring of certain existing principles and practices will be required in the years ahead.

**CORPORATE REPORTING** - Recognition of a broader accountability to stakeholders including local communities, consumers, and taxpayers is the hallmark of the 90s. We have undertaken research (recently published as *"Business Strategy for Sustainable Development"* and available from IISD) on how the private sector can meet its own internal needs more successfully while addressing sustainability concerns. Corporate reporting, which can be independently verified and used to establish performance, is an essential matter. Yet few corporations in the private sector or public sector do a satisfactory job. Most are still caught in a transition between fixing problems as they arise and internal environmental audits. Better public and private sector reporting is essential for institutional change.

**INSTITUTIONAL CHANGE** - New types of institutions are required and massive alteration of existing organizations is also needed. These points are unlikely to be a surprise for those involved with Public Administration, but we must recognize that the processes have been slow and constraining. The changes must take place at all levels from local to international. IISD has begun to explore where our strategic interventions may be. Our main role is likely to be a catalyst, often working with other like-minded organizations.

In all these research themes, IISD will address processes of impoverishment, and means to alleviate poverty. Sustainable development is about the well-being of people, and successful, long-term environmental protection is not likely to come about unless we can at the same time address needs of the poor.

A research agenda for sustainable development has to be complemented by a strong communications program. Good policies without local action are unlikely to achieve sustainable development. Conversely, local initiatives can be stifled or even destroyed by macropolicies which are counterproductive. Hence IISD is developing a "listen-and-learn" approach to highlight successful endeavors by local organizations. Our intention is to foster networks so like-minded groups in different parts of the world can be brought into contact. We also recognize the need to link the output of local initiatives to our policy work. Communications is also very important in the follow-up to our research. In all cases we expect to work with others in the implementation of our findings.

In building our staff and networks, we are assuming a continued growth of interest and demand in the post-Earth Summit period. This meeting will set priorities and serve as a measure of the real commitment of countries to both national and international actions for sustainable development. We have been assisting with the development of "Agenda 21," the specific initiatives to be agreed upon at Rio. Just as the Brundtland Commission catalyzed the debate, the Earth Summit preparations have identified where we are converging in terms of needed action. IISD will expect to be a significant contributor in bringing about this transition from concept to practice.

*Dr. Arthur J. Hanson was formerly professor and Director of the School for Resource and Environmental Studies and has undertaken numerous institutional and management initiatives in environment and development within Canada and internationally.*

*Further information may be obtained by contacting the International Institute for Sustainable Development at: 161 Portage Avenue East, Winnipeg, Manitoba, Canada R3B 0Y4. Tel: (204) 958-7700; Fax: (204) 958-7710*



# DECISION MAKING FOR SUSTAINABLE DEVELOPMENT



Don Hicks

## INTRODUCTION

**M**AKING DECISIONS IS rarely an easy task. Volumes have been written about the inherent problems of effective decision making in the public sector. Nevertheless, more effective integration of sustainable development concepts and practices into the decision making processes of Canadian institutions has been identified as a critical factor in harmonizing environmental protection and economic development in Canada. Government policy documents, corporate reports, association and non-government organization position statements and federal and provincial Round Tables on Environment and Economy continue to extol the importance of improved decision making.

Improving decision making requires change to a complex and ongoing process. One of the main obstacles to overcome in order to effect this change within the public sector is to develop a model or framework for understanding decision making as it relates to sustainable development. This framework must respond to the forces stimulating change and the current barriers to it.

## FACTORS FORCING CHANGE

There are several factors currently forcing governments to examine their decision making processes in order to improve the integration of environmental and economic considerations. The most common stimulus has been crisis - crisis of such concern to the public that significant reform is unavoidable. Recent court cases and public

---

*...there are three types of decisions associated with sustainable development:*

*resource management decisions, resource demand related decisions and framework related decisions.*

---

debate about the environmental impacts of several major development projects are examples. These crises have forced the provincial and federal governments to adopt new approaches to assess the environmental impacts of projects and to integrate these considerations into their decision making process. They have also forced several governments to introduce new environmental assessment legislation that incorporates a much broader definition of the environment and embodies the concept of integrating environmental, social and economic aspects of a project in a decision.

There are several other important factors forcing change. Pressing environmental issues, which can range from local to international in scope, are driving governments to re-examine how decisions are

made. The success of pilot projects in the private sector that demonstrate how sustainable development concepts can be applied are held up as examples to public sector managers. Finally, public demands to protect the environment while promoting economic development are forcing governments to adopt new decision making processes.

## BARRIERS TO CHANGE

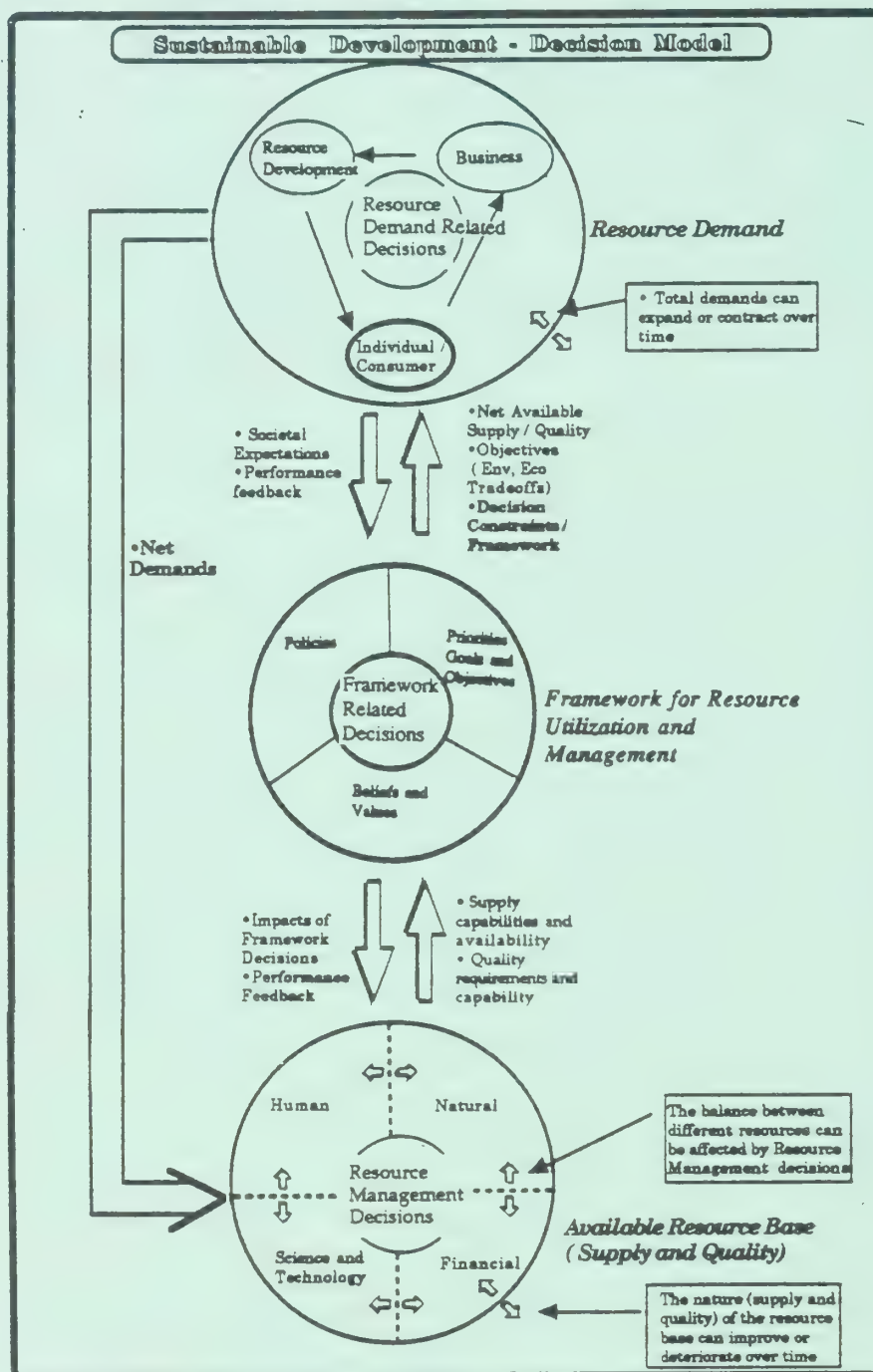
Despite the previously noted forces, there are a number of barriers that have slowed progress within government on effecting change in decision making. These barriers include both institutional obstacles (e.g. changing the machinery of government) and methodological problems (i.e. changing the tools).

Perhaps the most difficult problem of the two in government is the difficulty in effecting change at the institutional level. The federal and provincial governments have created multi-sector Round Tables to, in part, serve as catalysts for change. However, the ability of an external body to effect the fundamental changes within government that are necessary to achieve sustainable development is questionable. Despite direct participation by Ministers as Round Table members and the involvement of government staff on secretariats, Round Tables have had limited influence on institutional change within government to date. Institutional change necessary to integrate the environment and economy is also discouraged by the existing compartmentalization of responsibilities. Finally, a major difficulty in incorporating sustain-



FIGURE 1:

Interactions Between Decision Types Associated with Achieving Sustainable Development Goals



able development is the conflict between the short-term outlook of government and the long-term outlook demanded by sustainable development.

Methodological problems arise, in large part, due to the difficulty of adapting an approach or analytical tool that addresses the complexity of sustainable development. Simulation models and scientific procedures have been developed to assess the environmental impacts of a project or policy. Similarly, an array of economic models have been developed to determine the economic consequences of an initia-

tive. Finally, techniques and approaches have been developed to estimate the social consequences of an initiative. However, due to the complexity of the issue to date, adequate tools or models have not been developed to effectively integrate these components - environmental, social and economic.

#### A MODEL FOR EXAMINING SUSTAINABLE DEVELOPMENT DECISION MAKING

Given the above forces and barriers affecting decision making, it is necessary to examine decision making practices for

sustainable development from a broad perspective. A model has been developed for discussion purposes which illustrates the interactions between the different types of decisions associated with achieving sustainable development. This model called the "Sustainable Development Decision Model",<sup>1</sup> is attached as Figure 1.

#### TYPES OF DECISIONS

According to the "Sustainable Development Decision Model", there are three types of decisions associated with sustainable development: resource management decisions, resource demand related decisions and framework related decisions.

Decisions on the management of the supply and quality of resources could be categorized as *Resource Management Decisions*. To date, resource management decisions related to sustainable development have usually focused on natural resources alone. However, our resource base as it relates to sustainable development has several key elements:

- natural resources;
- human resources;
- financial resources;
- science and technology resources.

The capability of the resource base at any one point in time, is limited in terms of the supply and quality of the resources available. Over time, the total supply or quality of resources might improve or deteriorate to some degree. Interactions between each of the key elements of the resource base result in decisions which affect one resource element, and which may have implications (positive or negative) on other resource elements.

According to the model, decisions related to resource demand could be categorized as *Resource Demand Related Decisions*. These decisions could include those made by individuals, businesses and in project development.

As individuals, we have the ability to make decisions related to our lifestyle, quality of life, and the associated goods and services we require. Our individual decisions are often the source of resource base demands.

Businesses have the ability to make decisions which relate to internal business practices including industrial processes, waste management practices, and so on. Internal business decisions can affect resource demand, and resource use efficiency and effectiveness either positively or negatively.



In order to meet consumer and associated business demands, decisions are required which directly relate to development of our resource base. These decisions are often characterized as "project development" decisions.

*Framework Related Decisions* provide the framework for resource utilization and management. Framework related decisions determine how the supply of available resources might best be used, and/or how the quality of those resources might best be maintained or improved to meet societal expectations as they relate to sustainable development. This implies that, in order to appropriately manage demands on the resource base relative to available supply/quality, a framework for reconciling supply/demand must be established. A framework would clearly define the ends to be achieved (i.e. priorities, goals, objectives) and the means by which to achieve them (i.e. policies, etc.). It should also be recognized that our values and beliefs as individuals and as a society are fundamental components of our decision framework.

#### INTERACTIONS AMONG DECISIONS

The "Sustainable Development Decision Model" illustrates the nature of interactions within and between the three general categories of decisions outlined above.

Currently, our approach to resource management has been to manage each resource independently. The model suggests that resource management be viewed in a broader context which recognizes inter-relationships. This implies that an integrated approach is required for resource management decisions. In order to achieve sustainable development, it is as important to manage the interactions such that the total resource base is "optimized", as it is to manage each of the resources effectively as independent entities. Explicit recognition of the cross impacts of resource management decisions is a major challenge to be addressed in improving our decision making capability.

The model illustrates that resource demand is fundamentally driven by individual behaviour. Business is represented as an independent entity as it has the ability to affect resource demands through its internal business decisions with respect to operating practices, technology, etc. Resource development decisions are

viewed as those relating to the fundamental demands on the resource base. There is also a feedback relationship between resource demand related decisions and the resource management framework in the sense that individuals can decide to change the balance or the nature of the trade-offs reflected by the framework. Feedback could occur in the form of information related to the significance or impact of demands or societal expectations as they relate to quality of life or sustainable development. The key result of resource demand related decisions is a net demand on the resource base.

Framework related decisions interact with both resource management and resource demand decisions. The framework could be characterized as acting to reconcile demands on the resource base with the capabilities of the resource base. The framework sets the context for resource management and resource demand but is responsive to change. As a society, we have a direct influence on the trade-offs involved as reflected in the framework, there is also the ability to amend the framework in response to the successes and failures of current or previous framework related decisions (i.e. policies, goals and objectives).

#### SUMMARY

The "Sustainable Development Decision Model" was presented to provide a basis for discussion of the types of decisions associated with achieving sustainable development, and the interactions between these different types of decisions. Hopefully, it will improve understanding of the nature and complexity of decision making related to sustainable development. Ideally, the model could be used to segment, access and improve specific aspects of decision making. A diagnostic model of this type can be an important first step in enabling the public sector to integrate sustainable development concepts into its decision making processes.

*Don Hicks is Executive Director, Strategic Management Division, Alberta Environment.*

<sup>1</sup> The "Sustainable Development - Decision Model" was developed by Imperial Oil Limited for the Alberta Round Table on Environment and Economy.

## ILLEGAL PROCEDURE OR A GOOD HAND-OFF? ETHICAL BEHAVIOUR OR INSUBORDINATION?

*A New Case by David Siegel*

What do professionals do when their political masters order them to do something which is in conflict with their professional code of ethics? This is not an unusual situation.

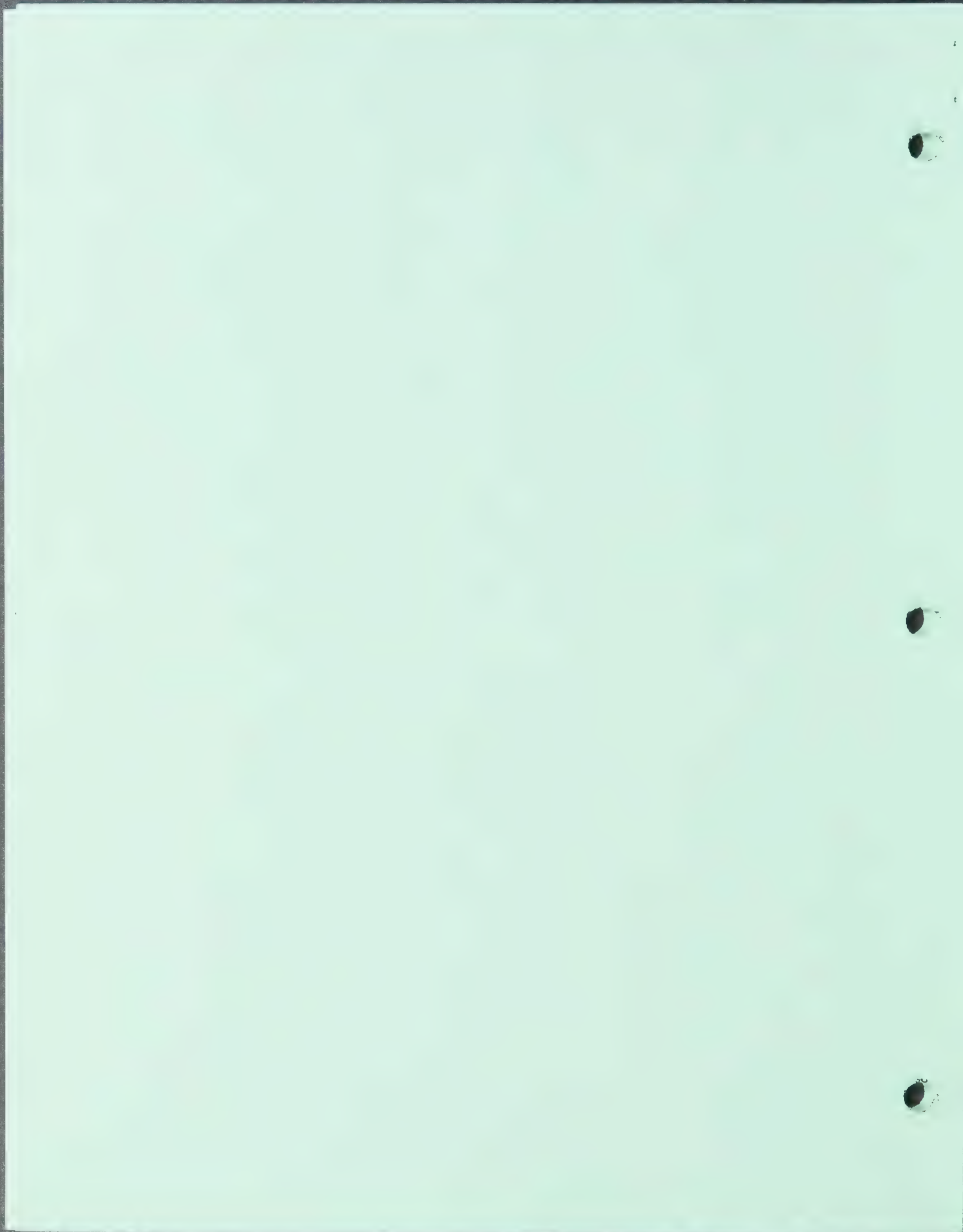
In fact, this is exactly what happened to the employees of the legal department of the City of Hamilton in February 1989. It seemed that the proud tradition of the Hamilton Tiger-Cats was about to end unless an acceptable deal could be struck and the council ordered the legal department to prepare the necessary contract, but the lawyers felt that the terms of the agreement violated the Municipal Act. What should they do?

This is the kind of case which can be used at several levels. It can be used in introductory courses or in more advanced seminars with professionals. It raises issues of professional ethics and council-staff relations.

*This Case can be purchased in the usual manner through the IPAC National Office. The cost is \$3.00 plus GST. A free catalogue of cases is available by writing to IPAC, 150 Eglinton Ave. East, Suite 305, Toronto, Ontario M4P 1E8. Fax: (416) 932-3667*

## CORRECTION

In the Winter, 1991 issue of *Public Sector Management*, the 1990 budget for government grants should have read \$364,456.





# An Economic Vision *For Ottawa-Carleton*

2-59

Building a prosperous, caring community is the purpose at the very heart of civic life in Ottawa-Carleton. Achieving that purpose requires vision - a clear image of the kind of community we want to become.

The Economic Development Task Force asked over 300 groups and individuals to help in defining a vision for Ottawa-Carleton. In a spirit of cooperation and partnership, they collectively envisioned a community with the following characteristics.

## *Partners for the Future*

Ottawa-Carleton will be a model of cooperative partnerships embracing all of the region's communities, economic sectors and educational institutions. These partnerships will span the Ottawa River to include our neighbours in the Outaouais.

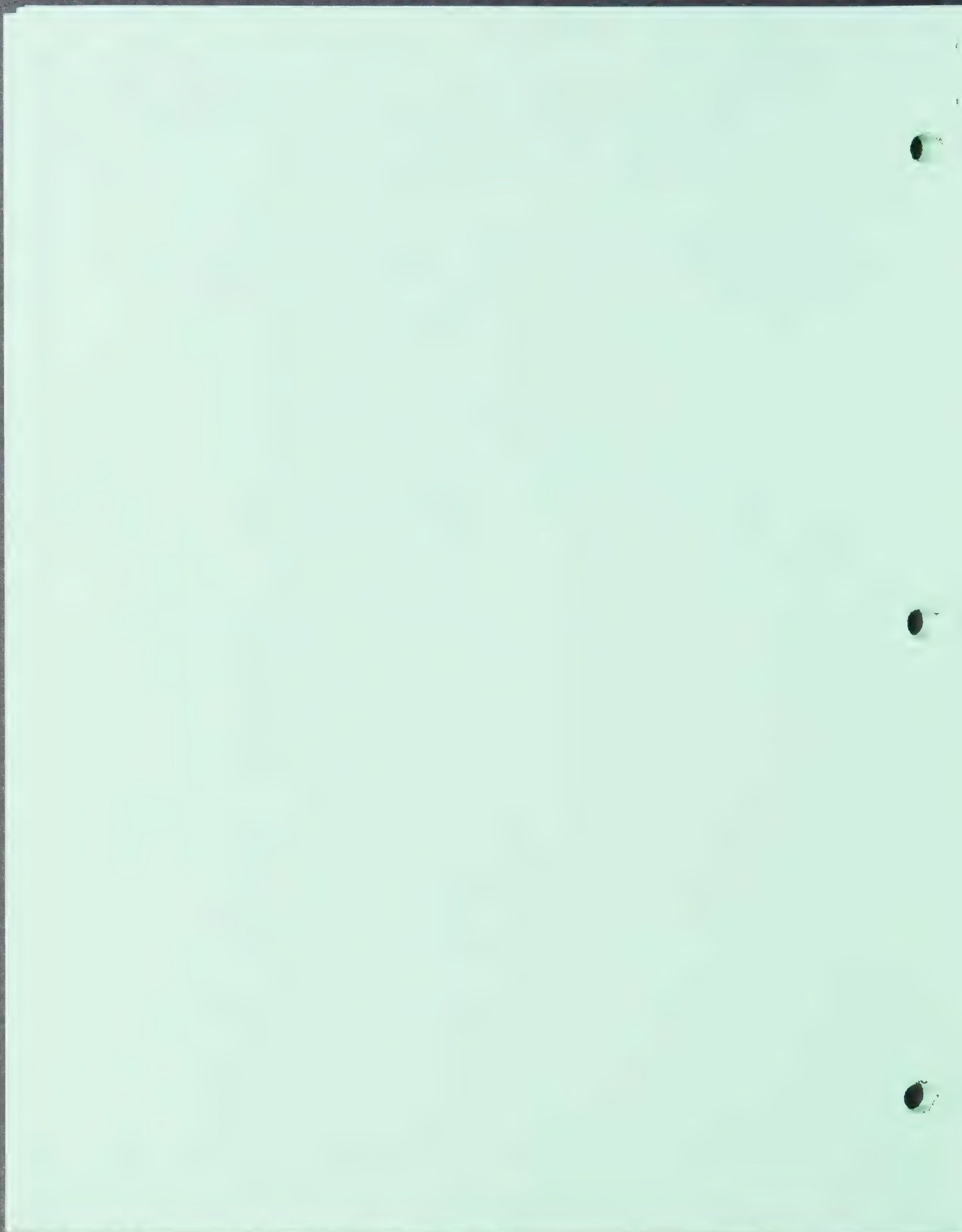
People with a commitment to life-long learning and skills development will be the foundation for our success. We will be known for our "learning culture" cooperatively supported by educators, employers and labour. Effective education and training programs will provide opportunities for individuals to adapt to the employment needs of our rapidly changing economy.

As a thriving, vibrant region closely identified with the Nation's Capital, Ottawa-Carleton will earn distinction for its diverse linguistic and cultural mosaic and for the quality of its environment. The region will emphasize these exceptional attributes in developing its potential as a world-class destination for visitors.

Ottawa-Carleton will also achieve distinction as a centre for advanced technologies, with notable strengths in research and development, telecommunications, software development, space and environmental technologies, and bio-science.

Local governments, in close partnership with well-targeted economic development organizations and effective business associations, will provide a business climate conducive to the growth and diversification of both urban and rural districts within the municipality. Ottawa-Carleton will advocate sustainable economic development as a key means of creating wealth and achieving a more equitable distribution of wealth among its citizens.

Ottawa-Carleton will be a community exemplified by outstanding leaders in business, labour, education, local government and other spheres of activity. Together, all citizens on both sides of the Ottawa River will work to achieve a shared vision for a National Capital of which all Canadians can be proud.





# Task Force on Sustainable Development

---

2-5h

economic, social and environmental planning for the future

1992 July 17

File 764.91

Dear:

I want to thank you for your recent involvement in the Chairman's Task Force on Sustainable Development implementation teams. I am sure that your enthusiasm and hard work is reflected in the reports and I look forward to reading and considering your suggestions and ideas.

I would also like to take this opportunity to encourage your participation in the Community Workshop on September 19, 1992. Your continued involvement will help ensure we present Regional Council with a strategy that reflects the wishes and desires of the people of Hamilton-Wentworth.

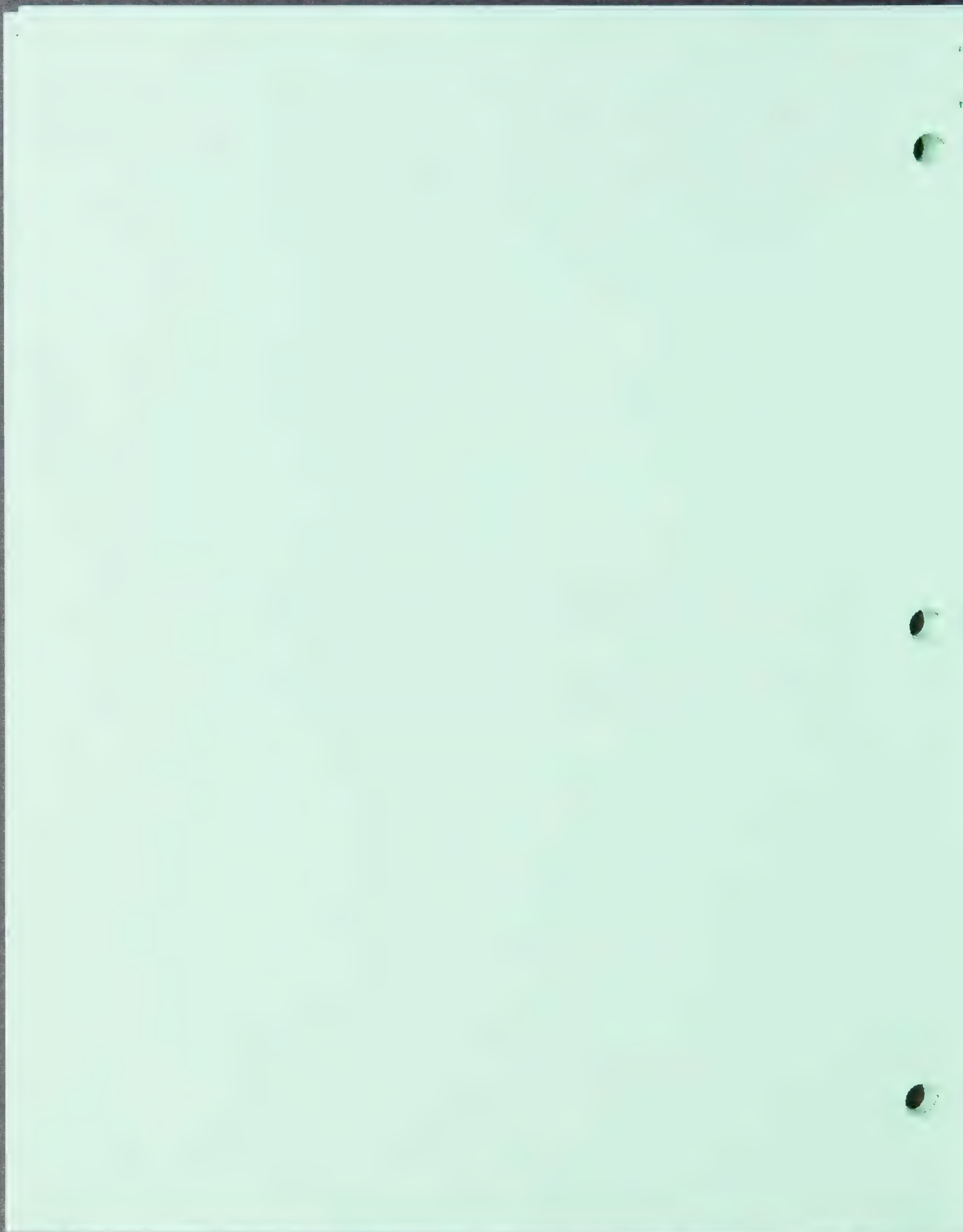
Thanks once again.

Sincerely,

Councillor Don Ross  
Chairperson,  
Regional Chairman's Task Force on Sustainable Development

---

Regional Municipality of Hamilton-Wentworth  
119 King Street West, 14th Floor, P.O. Box 910, Hamilton, Ontario, L8N 3V9 (416) 546-2195, Fax 546-4364





# Task Force on Sustainable Development

# 2-5 i

economic, social and environmental planning for the future

July 17, 1992

File: 764.91.24

Dear:

Enclosed is a copy of the eight implementation team reports. All of the reports are extremely well done and all participants should be congratulated for their efforts.

I would like to take this opportunity to invite you to attend the community workshop on Saturday, September 19, 1992. As a former implementation team member your attendance would assist in facilitating discussion and answering any questions from people attending the workshop. The workshop will run from 8:30 am to 4:30 pm. Lunch will be provided as will free childcare and transit passes.

If you can attend the workshop please send written notification by September 8, 1992 to the Task Force Coordinator at the address below.

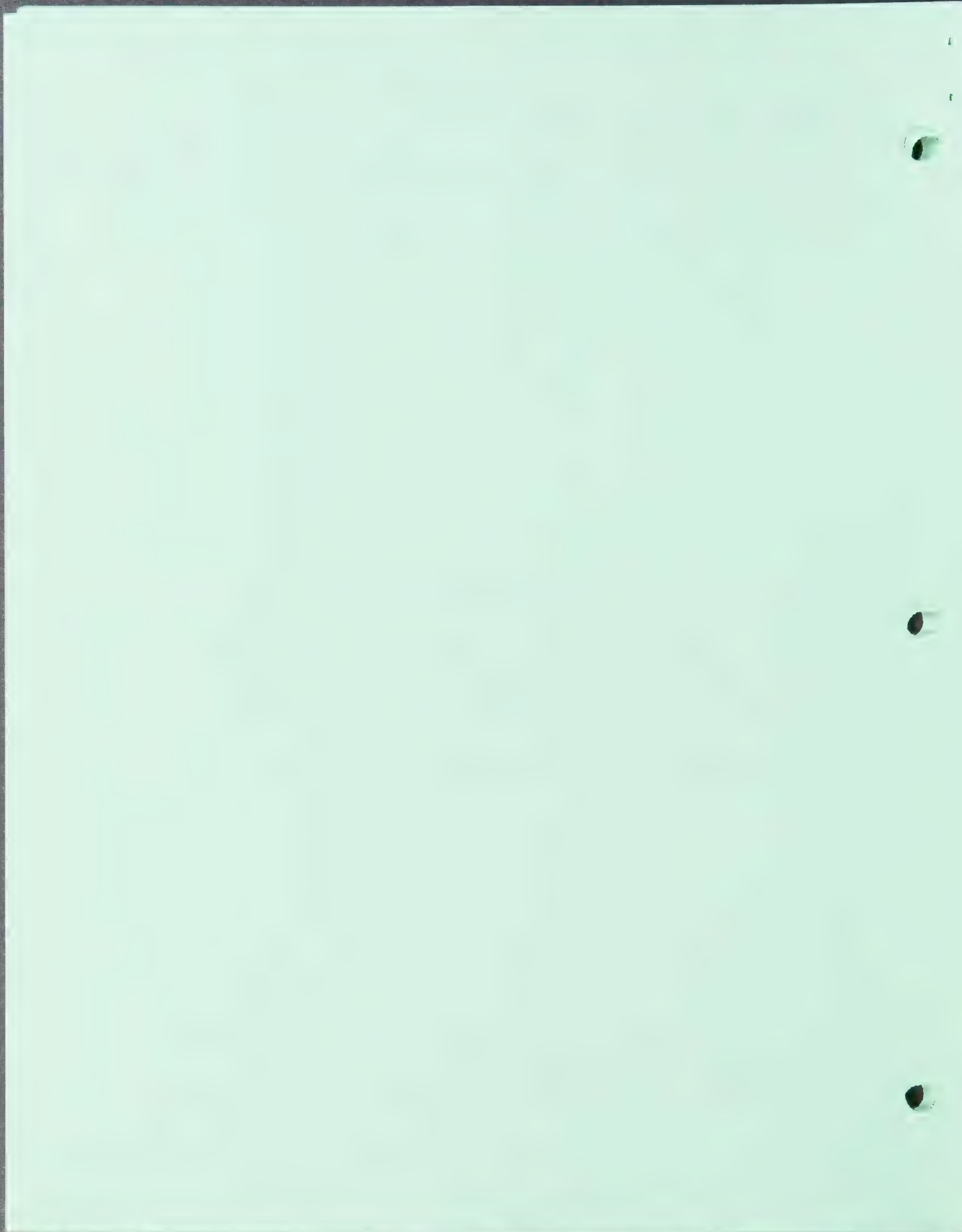
Sincerely,

Mark Bekkering  
Task Force Coordinator

/encl.

---

Regional Municipality of Hamilton-Wentworth  
119 King Street West, 14th Floor, P.O. Box 910, Hamilton, Ontario, L8N 3V9 (416) 546-2195, Fax 546-4364





# Task Force on Sustainable Development

2.5j

economic, social and environmental planning for the future

1992 August 6

File: 764.91.24

Dear fellow citizen:

**RE: Community Workshop: Creating the Sustainable Community, Implementation**

The Regional Chairman's Task Force on Sustainable Development was established by Regional Council to investigate the concept of sustainable development, as a way to coordinate and integrate planning, economic development, budgeting and other Regional decision making activities. Over the last two years the Task Force, through workshops, focus groups, working groups, and community meetings, has developed "VISION 2020", (adopted by Regional Council on June 16, 1992) a statement of the type of community Hamilton-Wentworth should be in the year 2020. Since preparation of Vision 2020, the Task Force has been busy identifying the actions needed to achieve this desired community.

The Task Force has established eight implementation teams involving an additional 80 people under the following topic areas:

- Agriculture, rural settlement, and the rural economy;
- Economy, livelihood, and workforce education;
- Community well-being, health, and quality of life;
- Waste management, physical services, and urban growth;
- Land use planning and community design;
- Transportation;
- Cultural, historical, and recreational resources; and
- Natural areas and natural resources.

The implementation team reports were presented to the Task Force on July 15, 1992.

Now the Task Force begins a process to develop a comprehensive implementation strategy for presentation to Regional Council, in December 1992. Your input on possible actions is needed and the Task Force will be hosting a Community Workshop on September 19, 1992, to listen to your suggestions in an informal round table setting.

The community workshop is an opportunity for you to make your views known. You are encouraged to attend the workshop (brochure enclosed) and take part in this opportunity to influence future directions taken in Hamilton-Wentworth.

### **The Regional Chairman's Task Force on Sustainable Development**

Chairperson - Councillor Don Ross

Members - Peter Ashenhurst, Sandy Adam, Mark Boyak, Susan French, Harvey Jardine, Robert Korol, Judith McCulloch, Brian McHattie, Jim McDonald, John Michaluk, Jerome Nriagu, Gil Simmons, Gavin Smuk, and Jeannette Walkem.

/encl.



CABON HW A25  
A358  
1992

Ruth Greenwood  
Hamilton Public Library  
2nd Fl., 55 York Blvd  
Hamilton, Ontario  
L8R 3K1

SUS

## THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

### NOTICE OF MEETING

### CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

**DATE:** Wednesday, October 7, 1992

**TIME:** **5:30 o'clock p.m.**  
(Dinner will be served at 5:15 p.m.)

**PLACE:** **Room 219, City Hall**

Agenda will be forwarded under separate cover

Please advise the Office of the Clerk  
at 546-2148 if you are unable to attend.

/ls  
September 22, 1992

Oct. 21/92





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

NOTICE  
OF  
RESCHEDULING

Nov 16/92

URBAN MUNICIPAL  
GOV-  
DOCUMENTS

\*\*\* CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT \*\*\*

FROM:

DATE: Wednesday, October 21, 1992  
TIME: 7:00 o'clock p.m.  
PLACE: 15th Floor Committee Room, Regional Offices

TO:

DATE: Wednesday, November 4, 1992  
TIME: 7:00 o'clock p.m.  
PLACE: 15th Floor Committee Room, Regional Offices

Note: Please advise the Office of the Clerk  
at 546-2148 if you are unable to attend.

/ls  
October 9, 1992

Ruth Greenwood  
Hamilton Public Library  
2nd Fl., 55 York Blvd  
Hamilton, Ontario  
L8R 3K1

Oct. 21/92

100



Ruth Greenwood  
Hamilton Public Library  
2nd Fl., 55 York Blvd  
Hamilton, Ontario  
L8R 3K1

CA3 ON HW A2 S

A 355

URBAN/MUNICIPAL

1992

SUS

## CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

### A G E N D A

**DATE:** Wednesday, October 7, 1992  
**TIME:** 5:30 o'clock p.m.  
**PLACE:** Room 233, Hamilton City Hall

URBAN MUNICIPAL  
OCT 12 1992  
GOV. INFO. T. DOCUMENTS

#### 1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act
- b) **Minutes** of September 9, 1992 meeting of the Chairman's Task Force on Sustainable Development
- c) Chairman's remarks

#### 2. NEW BUSINESS

##### 2.1 Self-Esteem in Hamilton-Wentworth (HEA 92-063)

For the consideration of the Task Force.

**Note:** The above item was referred to the Chairman's Task Force on Sustainable Development for consideration by the Health and Social Services Committee (Item 12 of Report 12-92), adopted by Regional Council at its meeting of July 21, 1992.

**2.2 September 19th Workshop**

Summary report to be distributed at the meeting.

**2.3 Extended Management Team Retreat**

Report from Task Force Members that attended this Retreat to be distributed at the meeting.

**2.4 Resumes of Task Force members**

Staff are requesting that members of the Task Force bring a brief resume of their current activities, mailing address and contact phone numbers to this meeting in order to update our present files.

**2.5 Building the Final Report**

Members of the Task Force should be prepared to discuss the implementation team recommendations and start to build a consensus on what ideas and directions should be included in the final report.

**3. OTHER BUSINESS**

**4. ADJOURNMENT**



16)

## MINUTES OF THE CHAIRMAN'S TASK FORCE ON SUSTAINABLE DEVELOPMENT

The Chairman's Task Force on Sustainable Development met on Wednesday, September 9, 1992 at 7:00 o'clock p.m., 15th Floor Committee Room, Regional Offices.

Present: Chairman (Councillor) D. Ross  
Vice-Chairman J. McCulloch  
S. Adam, P. Ashenhurst, Dr. S. French, R. Korol, J. McDonald, B. McHattie, J. Michaluk, G. Simmons, G. Smuk, J. Walkem

Absent with regrets: M. Boyak, H. Jardine, J. Nriagu

Also Present: Messrs. M. Bekkering, B. Pearce; Mmes. M. Emo, L. Sohal;

### 1. GENERAL

- a) Declaration of Interest re: Municipal Conflict of Interest Act: None
- b) Minutes of July 15, 1992 meeting of the Chairman's Task Force on Sustainable Development

(McHattie/Ashenhurst) Be received and adopted as amended.

CARRIED.

**Note:** That the 7th paragraph on page 3 be amended by deleting the word "full" day and inserting "a half" day.

### 2. NEW BUSINESS

#### 2.1 September 19th Workshop

Agenda for the Workshop on Sustainable Development on September 19, 1992, from 8:30 a.m. to 4:00 p.m.

Mark Bekkering addressed this issue.

Status of Registration:

- J. McCulloch, S. French, and P. Ashenhurst will not be attending the workshop
- Approximately 500 invitations have been distributed and 150 people have registered
- 2/3's of the registrations received are divided between the Community Well-Being and the Land Use Planning workshops. There is approximately 50 people in attendance of each of these workshops. The last 1/3 of registrations are amongst the remaining workshops.

Preparation of the Workshops:

- It was decided that the Task Force members should be meeting with their implementation teams to discuss and prepare a short presentation and opening remarks.
- For the larger workshops, Mark suggested that they break down into smaller groups of approximately 10 people each.
- Staff Co-ordinators will be contacting the Task Force members to arrange meetings prior to the workshop.

Day of the Workshops

- Councillor Don Ross will be extending a welcome to the members of the public and introducing the members of the Task Force.
- If anyone is in need of overheads, flip charts, slide projectors, etc. please advise Mark and he will make the necessary arrangements.

**2.2 Extended Management Team Retreat**

Agenda for the Workshop on Sustainable Development for Extended Management Team on September 23, 1992, from 8:30 a.m. to 4:30 p.m.

Mark Bekkering addressed this issue.

- There will be approximately 50 members of extended Management Team in attendance including Department Heads, Directors, and Senior Managers.



- The following Task Force Members have volunteered to attend the workshop for the morning to assist with a brief 15 minute presentation respecting the Vision Statement:

- i) Jim McDonald
- ii) Susan French
- iii) Sandy Adam
- iv) John Michaluk
- v) Jeanette Walkem

Mark will also be in attendance to assist as needed and answer any questions or concerns.

- Mark suggested that the above-mentioned members should meet a few days before the workshop in order to prepare a short presentation to the group. He will be available to assist if needed.
- Members of the Task Force expressed interest in the summary report that would be prepared by the Extended Management Team Group in the afternoon. Councillor Ross and Mark indicated that it would probably be a verbal report.

### 2.3 Initial review of implementation team reports.

Summary of Recommendations and Goals for the consideration of the Task Force.

(McHattie/Walkem) That this item be received and adopted as presented.  
**CARRIED.**

- Members of the Task Force commented on this document and commended Mark on a excellent, well organized job in preparing this document.
- Members also expressed concern that if this report is condensed, it would, quite conceivably, eliminate a lot of crucial details.

- The Task Force decided that everyone would take an opportunity to review the summary of recommendations, as follows:
  - organize the summary so that similar ideas and concepts are grouped together
  - formulate thoughts and comments for each grouping including which items the Task Force members feel should be included or eliminated
  - prepare to discuss the groupings and get a general consensus on what the members of the Task Force are in agreement with.
  - It was suggested that the final recommendations be sorted according to short-term recommendations that can be enforced right away and long-term recommendations that can be implemented in the Official Plan further down the road
  - Mark was also directed to re-arrange the summary of recommendations in a chronological numbering system in order to easily refer to and organize the summary
  - Members of the Task Force inquired about the end result of the recommendations and Councillor Ross explained that it is the responsibility of the Task Force members to prepare a report including final recommendations to the Economic Development and Planning Committee.
  - Members were asked to give this strategy some consideration and discuss any suggestions at the next meeting.

#### **2.4 Task Force mandate and official status of reports and vision.**

##### **B. Pearce to address this issue**

Bill Pearce informed the Committee that he had received some phone calls from the public assuming that the Implementation Reports are "Regional Policy...What the Region believes in...What the Region is supporting...". Bill suggested to the Members that these people should be advised that the Implementation Reports are an ongoing study that has just been completed and in draft format only.



2.5 For the Information of the Task Force:

(Adam/McDonald)

- a) Correspondence from the Hamilton Public Library Board respecting their response the Hamilton-Wentworth Region's Vision 2020: The Sustainable Region Document.
  - b) Correspondence from the Corporation of the Township of Glanbrook respecting their resolution regarding Vision 2020.
  - c) Western Lake Ontario Environmental Coalition Events Calendar for the period July - September, 1992.
  - d) Article from the Canadian Tax Journal respecting "Financing Urban Growth Through Development Charges".
  - e) Article from the "Management" publication respecting "Taking Sustainable Development from Concept to Practice"
  - f) Article from the "Management" publication respecting "Decision Making for Sustainable Development"
  - g) Article from the Regional Municipality of Ottawa-Carleton respecting "An Economic Vision for Ottawa-Carleton"
  - h) Sample of an appreciation letter expressing gratitude to the Implementation Team members.
  - i) Sample of a letter of invitation to Implementation Team members to the community workshop.
  - j) Sample of a letter of invitation to the general public to the community workshop.
- CARRIED.**

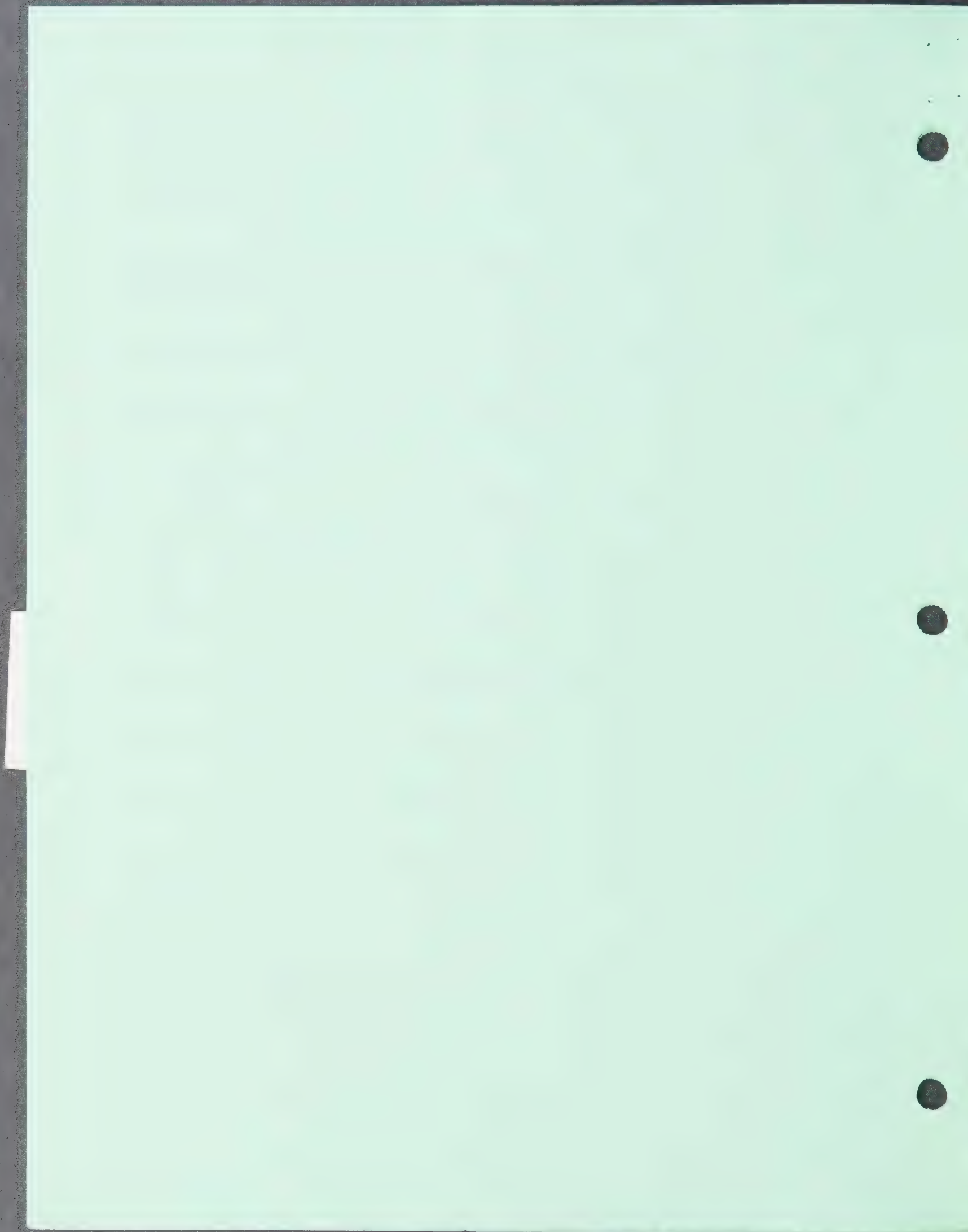
**UPCOMING MEETINGS:**

- Wednesday, October 7, 1992
- Wednesday, October 21, 1992
- Wednesday, November 4, 1992
- Wednesday, November 18, 1992

**4. ADJOURNMENT**

On motion (Michaluk/Ashenhurst) the Committee adjourned at 8:10 p.m.

**CARRIED.**





REGION OF HAMILTON-WENTWORTH  
- RECOMMENDATION -

2-1

**DATE:** 1992 July 6

**REPORT TO:** Chairman and Members  
Health and Social Services Committee

**FROM:** Dr. Fran Scott  
Medical Officer of Health

M.J. Schuster,  
Commissioner of Social Services.

**SUBJECT:** Self-Esteem in Hamilton-Wentworth (HEA-92-063).

**RECOMMENDATION:**

- a) That the report on Self-Esteem in Hamilton-Wentworth be accepted;
- b) That staff be directed to investigate strategies to promote self-esteem which are appropriate to Hamilton-Wentworth;
- c) That the report on Self-Esteem in Hamilton-Wentworth be forwarded to the Sustainable Development Task Force for consideration.

  
Fran Scott, MD, CCFP, FRCP, MSc,  
Medical Officer of Health.

  
M.J. Schuster,  
Commissioner of Social Services.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

There are no immediate financial implications.

Staff from the Health and Social Services Departments will be required to put forward a proposal for appropriate local responses.

1-2

**BACKGROUND:**

At the regular meeting of Health & Social Services Committee on September 24th 1991, the report on Self-Esteem was received from the Regional Municipality of Ottawa-Carleton. Staff were directed to review the report from Ottawa-Carleton and to investigate implementation strategies. As the attached report shows, the staff have considered several factors which influence health and self-esteem. In comparing the local situation with Ottawa-Carleton, staff are of the view that conditions here are sufficiently different that successful strategies to promote self-esteem need to be locally developed.



A Response to *Report on Self-Esteem*  
a Report of the Regional Municipality of  
Ottawa-Carleton

Prepared by Staff of the Departments of  
Health Services and Social Services,  
Regional Municipality of Hamilton-  
Wentworth

June 29, 1992

Regional Staff Participating in  
Preparation of Response

Department of Public Health Services:

Dr. John Bakti  
Marg Barron  
Brenda Symons-Moulton  
Hank VanDooren  
Leanne Siracusa  
Lynn Garrison

Department of Social Services:

Rosemary Foulds

## 1.0 Introduction

Mark Maloney, an Ottawa Alderman and Regional Councillor, is promoting self-esteem programs as a strategy to help people cope with society's ills. His work begins with creating an image of self-esteem which does not call up its California roots: "The biggest problem is explaining it to people. Everyone thinks its this totally flaky, crunchy granola wild-eyed California kind of weird idea". Actually, Maloney says the idea of self-esteem is in fact very familiar, "if you're happy, you're less likely to want to self-destruct."

This report looks at factors which contribute to self-esteem and analyses the local situation. It concludes with some suggestions about actions which could be taken to improve self-esteem in the community.

## 2.0 Factors Which Contribute to Self-Esteem

The Ottawa-Carleton Report focuses attention on the individual and factors which influence self-esteem. These are identified to include family, workplace, school and community. There are also broad social conditions which contribute to self-esteem. Both are important to understanding the ability to effectively promote self-esteem in the community.

Self-esteem is connected with health. Several studies done over the past decade have identified that health care is not enough to achieve a healthy community. Many of these are referenced in the Premier's Council on Health Strategy Report *Nurturing Health*.

Powerlessness and low self-esteem at the individual level is reflected in the community at large and in poor health outcomes. In reviewing the factors which contribute to general health and the local programs which promote self-esteem, we found the local situation could be characterized as layers of an onion, with the individual at the centre, surrounded by the household, then informal social and cultural networks, school and workplace and finally community. Each layer is dependent upon the inner ones for support and in turn helps shape those outside. Using this analogy, we begin our analysis with the individual. We found that statistics which permit comparison between Hamilton-Wentworth, the Province of Ontario and Ottawa-Carleton are very powerful in setting our self-esteem challenge in perspective.<sup>1</sup>

### 2.1 Individual Self-Esteem

From the experience of the self-esteem movement, programs which promote self-esteem make people feel capable and competent by helping them to develop skills and recognize talents that give them an internal sense of self worth. When an individual feels he or she has choices, they have better self-esteem and enjoy better general health. These are considerations which underlie the programming at the Departments of Public Health Services and Social Services. One example in the Social Services Department is the Employment Services Unit and the Nobody's Perfect and New Wave Programs in the Department of Public Health Services.

In Hamilton-Wentworth Region, there also are many agencies and self help groups, not funded by the Region, which promote self-esteem without Regional Support. An example is the Time Out For You

---

<sup>1</sup> Many of the statistics quoted come from the 1986 Census. Equivalent figures from the 1991 Census are not yet available. Data collected in the interim suggest these patterns discussed here continue.



Sessions run from the Women's Centre.

Clearly, while self-esteem may not be explicitly stated as a priority in local programming, there are many initiatives which support the self-esteem as individuals.

Key elements to self-esteem are employment and income. A steady, well paid job is a factor in individual health. Thus, the unemployment rate is one indicator of community health; the lower it is, the healthier the community would be. Similarly, individual income is another gross measure of community health and some indication of self-esteem. The following table compares labour force participation rates, the percentage of the population not working and average individual income in Ontario, Hamilton-Wentworth and Ottawa-Carleton at the time of the 1986 Census.

Table 1: Comparison of Employment and Income, 1986 Census

	Ontario	Hamilton-Wentworth	Ottawa-Carleton
Labour Force Participation Rate (those in the work force and working)	69%	65%	72%
% of population over 15 who are: unemployed or those not in the labour force	36%	40%	33%
Average Individual Income	\$19,450	\$18,050	\$22,498

This shows that even in 1986, which was a period of relative prosperity, Hamilton-Wentworth's population had lower average incomes and were less likely to be working than people living in Ottawa-Carleton or the province of Ontario generally.

The conditions just discussed show that while individual self-esteem is promoted through a variety of community programs, the incomes and employment rates of residents in the Region of Hamilton-Wentworth will tend to counter balance the effects of the programs.

## 2.2 Household Self-Esteem

Self-esteem for households comes when they can provide adequately for each member. Also, people who have more control over their daily activities and more choices open to them generally enjoy better health. Because our social development has been centred around the household, when they don't work well, for whatever reason, both individual household members and the community as a whole suffer. The Department of Social Services uses a number of strategies to assist households in providing adequately for their members. These include direct programming, such as the Home Management Program in

the Support Services Division, and purchased service from Community Agencies, such as the Family Worker Program run by St. Matthew's House.

Another important area of programming which supports households focuses on families who have low incomes and young children. Both Departments offer a variety of supports to assist in child development.

Also, there are numerous other programs in the community, some supported by the Region of Hamilton-Wentworth, which strive to achieve the twin objectives of providing adequately and expanding control over daily activities.

Comparative statistical information shows the these programs face an uphill battle. The ability to fund programs is always dependent upon funds available. The per capita expenditures on Public Health funding in Hamilton-Wentworth is relatively low, compared with other municipalities:

Table 2: Sample Per Capita Public Health Expenditures

Per Capita Health Expenditures (\$)	High	Avg	O-C	H-W	Low
	50.54	26.77	23.42	23.05	18.28

The issue of control over daily activities can be explored by looking at the amount of disposable income available to a household. The number of households paying over 30% of their incomes in rent or mortgages are quite limited in their choices.

As the following table shows, the proportion of Hamilton-Wentworth renting households was higher than the province and much higher than in Ottawa-Carleton:

Table 3: Incidence of High Housing Costs (% of Households)

Tenure	Ontario	Hamilton-Wentworth	Ottawa-Carleton
Renter	32	35	29
Owner	12	12	12

These conditions suggest the enormity of the challenge to programs promoting self-esteem in families/households in Hamilton-Wentworth.

### 2.3 Informal Social/Cultural Networks

Social networks help people through personal crises and in day to day living. The importance of these networks to general health is significant. A number of programs support the development of social networks. Generally, there has been a shift in Regional programming from individually based programs to group programs. Along with a



cost saving, people participating in the programs have the opportunity to develop social networks with other group members while working on other skills. Some examples include self-esteem courses, day programs and activation programs at the Homes for the Aged, and parenting groups.

One statistic which gives an indication of social networks is mobility. Presumably, if people stay in one place for some time, they are more likely to have the time to develop friends, put down roots, etc. In 1986, 54% of residents of Hamilton-Wentworth had not moved in the previous 5 years. This was somewhat higher than the provincial figure of 52% and Ottawa-Carleton where the figure is 47%. This rather crude measurement suggests Hamilton-Wentworth has strong social networks, compared with other communities in the province.

#### 2.4 School/Workplace

The Premier's Council on Health Strategy found that health is linked to location in the job hierarchy and to associated factors such as degree of authority, freedom to make decisions and the level of social support in the workplace. These issues are generally considered beyond the scope of the programs offered by the Department of Public Health Services and Social Services. However, business has traditionally been characterized by hierarchical structure, with some correlation between the number of employees and the number of layers of hierarchy. Hamilton-Wentworth has had large employers, although this is now changing. The large companies are downsizing or leaving altogether. Provided these are replaced by firms which promote broad decision making latitude, strong social networks and limit the layers of hierarchy, working conditions as a factor in individual health and self-esteem could actually improve as a result of the changes in the local economy.

While the Premier's Council on Health Strategy did not identify schools as a focus point for health, the Boards of Education and the Department of Public Health Services have been working together to promote the self-esteem of students. Principals in the schools, when asked, identified self-esteem as the most important issue to be addressed amongst their pupils. The Boards, along with the Department of Public Health Services are developing stronger links with the intention of improving community health and self-esteem amongst students.

#### 2.4 Community

People with higher incomes are generally healthier. Further, health is also connected with the gap between the wealthiest and the poorest in the community: as the gap increases, health declines. The following table compares average and median household income data in the 1986 Census:

Table 4: Household Income Data, 1986 Census

Income	Ontario	Hamilton-Wentworth	Ottawa-Carleton
Average	\$38,001	\$34,105	42,827
Median	\$33,017	\$30,558	38,667
Median/ Average (%)	86.8	89.6	90.3

The average and median incomes are lower in Hamilton-Wentworth than provincial and Ottawa-Carleton levels. The final row of the table measures the gap between the rich and poor: as the distance between the average and median incomes increases, so does the gap between rich and poor. The closer the ratio of median to average income is to 100, the smaller the gap. Together, the data suggest that while the gap between rich and poor suggests good community health, the lower average and median incomes suggests the benefits of the smaller gap may be tempered by the incomes.

### 3.0 Conclusion

This report has looked at the idea of self-esteem, focusing both on the individual and on the broader social conditions which contribute to it. The analysis suggests the solutions proposed to address the issue in Ottawa-Carleton will not be effective here. Further, to be successful, self-esteem programs need to be supported by social and economic policy which promote health. The Sustainable Development Task Force, which takes a holistic approach to local planning issues, has begun this process. In order to be effective in bringing about better community health and setting a suitable policy environment for self-esteem, documents such as *Nurturing Health* suggest a number of areas which the Sustainable Development Task Force needs to address. These include looking at the workplace, specifically its structure, social supports and income levels. It also suggests constructing a safer built environment and supporting the development of healthy children and strong social networks in the community.



## GETTING AROUND

### VISION 2020

An integrated public transportation system serves the entire region in an affordable, efficient, and accessible way. Clean forms of transportation predominate. Public streets are designed and managed (including signals and regulations) to accommodate comfortably and safely, public transit, cyclists, pedestrians and automobiles as complementary forms of transportation. The integrated transportation system gives access to all basic needs. Public transit provides all citizens with easy access to activity areas, as well as to neighbouring communities and cities via convenient and frequent inter-urban transit. Most people can walk or cycle to work because jobs and housing are near one another. Major roads have minimal noise and pollution impacts on adjacent lands, and follow routes that cause little damage to the natural and human environment.

## GOAL STATEMENTS

- 1 CU-4 To ensure ease of access to all areas in the Region.
- 2 TR-2 to develop an integrated transportation system for people, goods, and services which:
  - meet community needs;
  - provides for the safe movement of the public; and
  - is environmentally friendly, affordable, efficient, convenient and accessible;
- 3 TR-3 to increase the utilization and supply of alternative modes of transportation, such as, walking, cycling, and public transit;
- 4 TR-3 to ensure efficient use of existing resources and infrastructure; and
- 5 TR-3 to ensure the best utilization of available public funds.
- 6 TR-11 To provide a regional road network which will support the economic and social needs of the community.
- 7 TR-11 To develop roads and streets which meet the needs of alternative modes of transportation, such as, walking, cycling, and public transit.
- 8 TR-14 To encourage and facilitate walking as a primary mode of movement.
- 9 TR-14 To develop a sidewalk/walkway system, in conjunction with roads and public transit,
  - that provides the necessary framework for accessible, safe, and enjoyable pedestrian movement, and
  - which meets the needs of all citizens (ie. frail elderly persons; people who use mobility aids; and people with impaired vision).
- 10 TR-19 To encourage, increase and facilitate the use of bicycles as a mode of transportation by fully integrating the bicycle in the existing transportation system.
- 11 TR-24 To provide a basic transportation service within the urban area for persons who do not have alternative means of travel available.
- 12 TR-24 To provide a safe, fast, efficient service that is attractive enough to increase the number of people using public transit and decrease the number of people using cars, in particular for people driving from home to work and back.
- 13 TR-24 To provide a transportation service for people with disabilities which is comparable to regular public transit in order to ensure an equal level of accessibility and mobility for all members of the community.
- 14 TR-28 To encourage a shift in lifestyle and behaviour towards transportation choices with the lowest environmental impact.



- 15 TR-28 To raise the level of awareness of sustainable transportation practices.
- 16 TR-28 To encourage a joint ownership of the problem and methods necessary to achieve sustainable transportation.
- 17 PS-38 That low-polluting, energy efficient forms of transportation will steadily displace more heavily-polluting motor vehicles as the standard means of people and goods-movement in Hamilton-Wentworth.
- 18 PS-38 To educate the Region's employees and citizens about the ways in which motor vehicles and equipment can be operated to minimize energy use and air emissions.
- 19 PS-38 Any new land-use plans be thoroughly reviewed in accordance with principles of full cost accounting that includes the minimization of emissions into the air by motor vehicles and industry.
- 20 PS-38 Within five years, 75% of all new residential units in subdivisions approved by the Region should be in integrated communities in which motor vehicles are not required by residents to obtain basic requirements. Such communities would have shopping and recreation within a fifteen minute walk of residential units.
- 21 PS-46 That 60 percent of work-trips should be made using transportation modes other than the private automobile by the year 2020;
- 22 PS-46 That at least 15% of the energy required to power motor vehicles in Hamilton-Wentworth in the year 2005 be provided from alternative sources, and that the comparable minimum figure for 2020 be 50%;
- 23 PS-46 That all possible efforts be made to revitalize the use of railway transportation as a means of moving people and goods.

## Principles

- 24 TR-3 the basic purpose of a transportation system is to support the social and economic activities of our community;
- 25 TR-3 transportation policies must be sensitive to both the natural and community environment;
- 26 TR-3 transportation policies should focus on managing rather than accommodating traffic growth;
- 27 TR-3 transportation and land use planning must be coordinated;
- 28 TR-3 transportation and urban development should be designed on the basis of this order of transportation priorities: walking, meeting the needs of people with disabilities, bicycling, public transit, goods movement, and private motor vehicle; and
- 29 TR-3 all people should have access to an equal standard of transportation service.
- 30 TR-11 Road design should provide for the safe and efficient movement of all road users.
- 31 TR-11 Road design should consider the affect on surrounding land uses, aesthetics, and on cultural-historical and archaeological resources.

- 32 TR-11 Streets must be able to accommodate a multitude of activities (ie. socialization, relaxation, market activities, forum for political action, etc.) while still providing for movement.
- 33 TR-14 A well designed and planned pedestrian network, will support walking as the most, basic environmentally friendly mode of transportation.
- 34 TR-14 A pedestrian oriented community is a more humane place to live.
- 35 TR-14 Increased pedestrian activity discourages vandalism and crime.
- 36 TR-14 Walking as a mode of transport provides health benefits and encourages a healthy lifestyle.
- 37 TR-14 A safe sidewalk system that accommodates motorized wheelchairs and scooters, allows increased freedom and independence for people with disabilities.
- 38 TR-19 Bicycle facilities are an integral part of the overall transportation network.
- 39 TR-19 Bike routes should be safe and continuous; direct routes are required for commuters.
- 40 TR-19 People should be properly educated in driving bicycles.
- 41 TR-19 Facilities should be designed, installed and maintained in accordance with generally researched and accepted principles.
- 42 TR-19 Bicycling requirements should be part of land use planning policy.
- 43 TR-20 Provision of bicycle programmes and facilities should be a coordinated effort between the Region, area municipalities, and boards of education.
- 44 TR-25 The Region must be proactive in improving the utilization of public transit in the community.
- 45 TR-25 Public transit services must be available throughout the urban area of the Region with convenient, direct service to major activity centres.
- 46 TR-25 Users cannot be expected to pay the full cost of public transit. As public transit is of benefit to the whole community, funding for an appropriate level of public transit should be provided by the Community.
- 47 TR-28 Regional Government must provide strong leadership in developing and organizing any public information campaign about sustainable transportation practices.
- 48 TR-28 Regional Government's role includes: coordination and support; informing the public; providing incentives; facilitating public involvement; and leadership through example.



## RECOMMENDATIONS

- 49 PS-38 A Transportation Plan should be developed for the Region that promotes the use of low-polluting, energy efficient forms of transportation and which would have the flexibility to integrate GO Transit, HSR, bicycles, autos and pedestrians.

### Local Government takes a Leadership Role

- 50 PS-39 The Region should promote staggered work hours (particularly for its own employees) for less congestion during traditional rush hours.
- 51 WB-14 Investigate the feasibility of staggered work hours for Regional employees, and lobby other major employers to do the same.
- 52 TR-9 provide incentives which encourage employees and councillors to make use of alternative modes of transportation and reduce the number of motor vehicles on the road. Possible actions include:
- offering free transit passes rather than free parking;
  - encouraging ridesharing, car pools, and shared taxis by offering a matching service for employees;
  - offering flexible work hours, such as, a compressed work week, a work at home policy, and telecommuting;
  - paying employees a mileage rate for using a bicycle in the same manner as, for using a private motor vehicle;
  - requiring employees to use public transit when going to meetings, etc. within the urban transit service area; and
  - adding bicycles to the municipal vehicle fleet.
- 53 TR-9 encourage private companies to adopt similar programs for their employees.
- 54 TR-9 develop a plan for converting all municipal vehicles to less polluting forms of fuel, such as, natural gas, gasohol, and solar powered vehicles.

The Region and Area Municipalities could develop a partnership with McMaster University for research and development of alternative fuels. A possible action includes using municipal vehicles for the demonstration of alternative fuels. This would develop a partnership which could result in further research and development on alternative fuels, and promote Hamilton-Wentworth as a world leader. (economic development)

- 55 TR-26 pursue continued utilization of alternative fuels and improved bus technologies, in order to reduce air quality impacts of transit vehicles and to improve operating efficiency.
- 56 PS-39 The Region should work to ensure that all Regional, Area Municipality, school board, and other public vehicles are equipped with the most advanced emission control equipment available.
- 57 PS-46 The Region, through the HSR, should continue with its program of changing from conventional diesel buses to public transit vehicles powered by alternative fuels.

Parking Management to Reduce Motor Vehicle Usage

- 58 PS-39 The Region should encourage ride-sharing in automobiles through the use of reduced parking rates for cars with at least one passenger (in addition to the driver).
- 59 CU-4 Discourage the overuse of single driver vehicles.
- 60 TR-8 request the Federal Government to change appropriate legislation to either make free parking a taxable benefit or make free transit passes a non-taxable benefit, or both.
- 61 TR-8 change appropriate zoning by-laws to include a maximum not just a minimum parking requirement.
- 62 TR-8 change appropriate zoning by-laws to allow the exchange of required parking, for programs provided by the developer, such as, promotion of car pools, provision of free transit passes for tenants, and provision of bicycle parking facilities.
- 63 TR-8 request the Province of Ontario to revise appropriate legislation, so that parking lots are taxed according to their development potential.
- 64 PS-39 The Region and Area Municipalities should lobby the Province for the right to charge higher mill rates on parking lots.
- 65 CU-5 Limit the number of parking lots downtown.
- 66 WB-14 Investigate the feasibility of other incentives to reduce use of motor vehicles (eg. reduction of downtown parking spaces, differential parking rates based on number of passengers)
- 67 TR-8 direct the Hamilton Parking Authority to develop a pricing structure which discourages all day parking while meeting the needs of other uses.
- 68 TR-8 direct the Hamilton Parking Authority to develop a plan for the provision of parking which reflects the actions needed to promote a sustainable transportation system.
- 69 TR-25 reduce the amount of free or low cost all day parking in areas well serviced by transit (i.e. Regional Centre, Regional Sub-Centres), to provide a greater incentive for public transit use.
- 70 TR-26 discourage free employee parking in geographic areas where a reasonable level of public transit service is available.
- 71 TR-8 enforce resident permit on street parking in residential areas.
- 72 TR-8 develop parking at strategic locations to link with public transit, in order to enhance public transit usage and reduce commuting into the Regional Centre.
- 73 TR-26 develop transit Park-and-Ride facilities in strategic locations, in order to encourage longer distance commuters from outside the urban area to use public transit.



- 74 TR-8 direct the Hamilton Parking Authority to provide preferential high occupancy vehicle parking and rates.
- 75 WB-14 Establish car pool parking lots at strategic locations.
- 76 TR-8 ensure the costs of using public transit are significantly lower than driving and parking in the Regional Centre.
- 77 TR-8 ensure parking areas, in particular multilevel and underground parking areas have safety features, such as alarm systems, video surveillance, and lighting.

#### Reducing Motor Vehicle Emissions

- 78 PS-46 The Region should lobby the Province to impose a level of fuel tax used in transportation that is commensurate with the notion of full cost accounting, which would include the cost of maintaining the road network, costs associated with environmental damages incurred during the extraction, refining, and transportation of fuel, air pollution costs, and indirect health care costs; and that legislation be imposed on manufacturers of transportation vehicles to require that they be responsible for the adequate disposal of these vehicles once these products and their components have reached the end of their useful lives.
- 79 TR-9 investigate the possible use of road pricing or tolls for geographic areas, such as the Regional Centre. All fees collected should be used for development and improvement of public transit.
- 80 PS-39 The Region should lobby the Province to institute a means of curtailing motor vehicle use during high pollution episodes.
- 81 PS-39 The Region should lobby the Province to enforce emission standards strictly for private vehicles and for refuelling such vehicles.
- 82 PS-40 The Region should undertake an educational program to discourage practices such as idling vehicles unless absolutely necessary, e.g. during winter months.
- 83 TR-9 develop and enforce a bylaw restricting unnecessary idling.
- 84 ps-46 The Area Municipalities should ensure that stop signs are not used as a means of speed control, since increased levels of stopping and starting significantly increases fuel consumption and emissions into the atmosphere of engine exhaust, brake-lining particles and particles from tires.
- 85 TR-9 review the location and placement of stop signs, to determine their necessity.

#### The Regional Road Network

- 86 PS-46 The Region, through the Roads Department and Planning and Development Department, should ensure that the Region's roads are as efficient as possible in terms of energy use by automobile and truck traffic.
- 87 TR-11 provide a basic network of truck routes that facilitate the efficient movement of goods within the Region and to/from the Provincial highway system and which also provide direct access to industrial areas within the Region while ensuring a minimal effect on residential areas.

- 88 TR-12 provide a continuous network of arterial roads which allow for the efficient movement of vehicular traffic between activity centres and which offer convenient access to the local street system and to the Provincial highway system.
- 89 TR-12 divert through traffic away from the regional centre and other major activity centres.
- 90 TR-12 accommodate, when appropriate, the pedestrian, cyclist and public transit, as well as, vehicular traffic.
- 91 TR-12 ensure access from major Provincial highways to the Region's urban area above the escarpment and to the Bayfront industrial area.

#### Road Design and/or Construction

- 92 PS-39 The Region should require all Regional road engineers and planners be knowledgeable in the area of air pollution sources, the environmental, social and economic costs therefrom, and the means of reducing such discharges.
- 93 TR-12 use, whenever possible, local products and companies.
- 94 TR-12 design major roads to provide a reasonable amount of buffering from residential areas.
- 95 TR-12 construct regional roads to provincial and national design and safety standards.
- 96 TR-12 provide, according to the speed limit and amount of traffic on the road, appropriate separation between pedestrian, cyclist and motor vehicle.
- 97 TR-12 use local trees and vegetation for landscaping.

Suggested that use ground cover roses as an appealing low maintenance road side plant. These plants discourage weeds and hold the earth on steep embankments. The visual appeal could engender in visitors and citizens a different image of Hamilton-Wentworth. Also affords a potential economic development for the Royal Botanical Gardens through a joint venture between the RBG and the region for the development and sales of plants both inside and outside the region. (economic development)

#### Streets

- 98 TR-12 design streets to match to human behaviour, ie. no unexpected changes in levels of sidewalk, little clutter, have audible street crossings, and be cleared of snow.
- 99 TR-12 separate pedestrians from motor vehicle traffic, in major activity centres, with things, such as trees and wide sidewalks.
- 100 TR-12 accommodate people with mobility impairments, by ensuring all poles, posts, hydrants, garbage receptacles, newspaper boxes and benches are situated on boulevards, leaving sidewalks for free and unimpeded travel by people with mobility disabilities.



## Encouraging Walking

- 101 TR-15 construct sidewalks on both sides of the road, to provide for continuous movement from origin to destination. (Fractured sidewalk construction is not only unsafe but discourages people from commuting on foot.)
- 102 TR-15 ensure sidewalks continue into shopping plazas, recreation areas and other similar public complexes to provide a distinct and safe pedestrian access to these areas.
- 103 TR-15 provide temporary sidewalks in developing areas.
- 104 TR-15 ensure construction materials are selected for both comfort and safety.

(Although asphalt provides a more cushioned walking surface it does not provide the colour contrast between path and road that is important to people with reduced vision. Interlocking brick, although aesthetically pleasing, provides an uneven surface that is also a problem for people with sight impairment, and people who are not steady on their feet. People have more difficulty moving a wheelchair over bricks and the jarring effect causes severe discomfort.)

- 105 TR-15 ensure sidewalks are of a sufficient width to comfortably accommodate the degree of pedestrian traffic.

(Ideally a small group should be able to walk together in conversation and allow those travelling in the opposite direction to pass without stepping off the pavement. Suggested that the minimum width of sidewalks be increased to 2 metres (6.5 feet). Annual review of sidewalks should examine traffic flows and the need for increased sidewalk width.)

- 106 TR-15 construct at every intersection the ramps, with no lip, needed by wheelchair assisted travellers. (The report 'Approaching An Accessible Community' provides design and placement standards.)

- 107 TR-15 eliminate the mountable curb.

(This design presents many problems to pedestrians. It is not easily crossed by people with unsteady balance, by people with impaired vision, by people in wheelchairs, by baby carriages or even by some lowslung automobiles.)

- 108 TR-16 clear all sidewalks, ramps and crosswalks of snow and ice within a twelve hour period after a storm.
- 109 TR-16 develop exclusive pedestrian links, such as, plus fifteens in areas of high pedestrian activity and high vehicular traffic.
- 110 TR-16 enhance pedestrian safety, at busy intersections, through the addition of pedestrian activated traffic lights, well placed and marked pedestrian crossings, and a pedestrian refuge in the form of an island or median.
- 111 TR-16 identify walkways that cross vehicular lanes with changes in paving materials, signs or built elements, such as canopies and arches.
- 112 TR-16 reduce speed limits for motor vehicle traffic in areas of high pedestrian activity.
- 113 TR-16 provide a distinct separation of vehicular traffic and pedestrian.
- 114 TR-16 provide appropriate street lighting that extends the safe walking time well after dark.

- 115 TR-16 locate buildings at the minimum setback line with the maximum length of the building facing along the street (streetfront). This will:
- provide for frequent and convenient pedestrian connections between buildings and the public sidewalks;
  - provide an interesting and attractive edge to the public sidewalk;
  - provide weather protection; and
  - provide a continuous edge along the street to visually enclose and define a public street that is comfortable to the pedestrian in its proportions and scale.
- 116 TR-17 design store fronts with overhangs that shelter people from snow, rain or harsh sun.
- 117 TR-17 develop a streetscape that is visually appealing and makes walking more inviting.

(The addition of well chosen trees that can tolerate a concrete environment and car exhaust, is not only attractive but provides shade in summer and improves the air quality. Benches placed at intervals along the street and at waiting places such as bus stops allow for a place to pause and rest and encourage walkers of lesser physical fitness. The placement of benches should be carefully considered with regard to safety, (not too close to the road) and taking advantage of the sun's warmth in winter and shade from the sun in summer. Waste containers that blend with the streetscape but are convenient to use will encourage pedestrians to keep the street litter free.)

- 118 TR-17 develop a policy which ensures a clear path for unimpeded travel by pedestrians and people with mobility disabilities. (ie. the placement of objects, such as, moveable signs, sandwich boards, newspaper boxes, poles, posts, hydrants, garbage receptacles, and benches).
- 119 TR-17 develop pathways that provide shortcuts to things, such as, transit stops and corner stores. These paths need to be highly visible and well lit with safety a strong concern.
- 120 TR-17 close streets, in areas of high pedestrian activity, to motor vehicle traffic, or design the streets to slow and reduce the amount of motor vehicle traffic.

#### Encouraging the Cyclist

- 121 TR-20 develop a campaign to promote the benefits of cycling.
- 122 TR-20 support all forms of legitimate bicycle use, whether utilitarian or recreational through regional and municipal initiatives.
- 123 TR-20 engage the various Bike Committees in public awareness, promotion and education.
- 124 TR-20 encourage instructional initiatives, specifically, on-road training for cyclists.
- 125 TR-20 encourage the use of helmets.
- 126 TR-20 enforce safe bicycling.



- 127 TR-20 petition the Provincial Government and quasi-public agencies such as railway companies, GO Transit and Ontario Hydro to assist.
- 128 TR-20 encourage schools to provide on road education about safe cycling.
- 129 PS-39 The Region should establish bicycle paths and routes throughout the Region.
- 130 WB-14 Create an extensive network of bicycle routes for both commuters and recreational riders.
- 131 CU-4 Develop urban and rural cycle paths across the Region.
- 132 TR-21 provide lanes and pathways for cyclists and pedestrians in new neighbourhoods.
- 133 TR-20 ensure implementation of the 5 year regional bicycle route network plan.
- 134 TR-20 provide 4.25m curb lanes, where appropriate.
- 135 TR-20 construct paved shoulders, where appropriate.
- 136 TR-20 ensure correct installation of catch basin grates.
- 137 TR-20 provide consistency in signage throughout the Region.
- 138 TR-20 review all stop signs along proposed bike routes.
- 139 TR-21 ensure regular street cleaning, particularly, after winter.
- 140 TR-21 investigate the use of bike racks on buses to facilitate Escarpment crossings.
- 141 ps-47 also, the Region should investigate ways in which bicycles can be transported on HSR vehicles with their owners to make cycling a more viable part of the transportation system.
- 142 TR-21 provide incentives for the provision of bicycle parking.
- 143 TR-21 provide sheltered secure places for bicycle parking in municipal parking lots.
- 144 TR-21 provide bike stands in high activity areas as part of sidewalk construction programs.
- 145 TR-21 revise appropriate zoning bylaws to include a minimum amount of bike parking as part of new commercial/institutional development.

#### Making Public Transit Attractive

- 146 TR-26 give priority to public transit over private motor vehicles, to use public road space in areas of traffic congestion.
- 147 PS-39 The Region should establish dedicated lanes for bikes and buses on major streets in the City.

- 148 WB-14      Create "bus-only" and "car-pool" lanes during rush hours.
- 149 TR-26      give priority to buses when they are pulling away from bus stops into traffic.
- 150 PS-5        The Region should reallocate municipal subsidies from roads to public transit.
- 151 TR-26      provide sufficient municipal funding for public transit on an ongoing basis to ensure that a convenient, attractive service is provided to all parts of the urban area at a reasonable cost to transit users. Consideration should be given to developing a transit levy or increasing the share of the transportation budget given to public transit.
- 152 TR-27      expand the Urban Transit Area to include the entire designated urban area. This would eliminate the problem of Area Municipalities changing their level of funding from year to year.
- 153 TR-27      develop transit service guidelines to support ongoing service planning and evaluation activities.
- 154 TR-26      integrate, where feasible, school transportation needs with public transit services.
- 155 TR-26      pursue a policy of actively encouraging the use of public transit as an alternative to private automobile uses.
- 156 WB-14      Increase HSR ridership.
- 157 CU-4        Improve public transportation Region-wide.
- 158 TR-26      improve the level of public transit to outlying communities in the Urban Area (eg. Heritage Green, Hamilton South Mountain, Ancaster, Waterdown), in order to encourage greater use of transit in these areas.
- 159 TR-26      investigate and possibly demonstrate innovative forms of service, such as Paratransit operations with smaller vehicles, for low density residential areas.
- 160 PS-39      The Region should undertake trial tests using more flexible forms of public transportation to and from certain areas, e.g. large vans for pick-up and drop-off trips, etc.
- 161 CU-4        Investigate establishing a Regional LRT.
- 162 TR-26      integrate Regional transit services with GO Transit, in order to encourage greater use of transit for inter-regional commuters.
- 163 PS-47      The possible expansion of the GO bus and train system and of current HSR bus or other transit service to presently unserved areas should be investigated;
- 164 ps-47      In addition, the Region should begin long-range planning (acquisition of rights-of-way, compatible land-use planning, etc.) for a trolley-car system that could in the 21st Century traverse the urbanized parts of Hamilton-Wentworth, the character of which would have the needed densities of population to justify its use.



• Accessibility to Public Transit

- 165 TR-27 develop a comprehensive plan for improvements to the transportation services available to people with disabilities that will result in these persons having a level of mobility equivalent to the general population.
- 166 TR-27 investigate and demonstrate community bus services designed specifically to accommodate the special needs of elderly persons and people with disabilities.
- 167 TR-27 develop a long term plan for the integration of transit service for people with disabilities with regular public transit.
- 168 TR-27 make available in large print, braille and audio tapes all information on accessible transportation.
- 169 TR-27 make signs and other information at bus stops easily seen by using large print.
- 170 TR-27 provide at bus stops pavement at the entry and exit points of the bus so that people with mobility impairments, people using wheelchairs and the frail elderly will have easy access.
- 171 TR-27 include in bus shelters a display of service hours, frequency of trips and schedule indicating frequency of wheelchair accessible buses.
- 172 TR-27 make bus shelters wheelchair accessible.
- 173 TR-27 design bus shelters with public safety in mind.

• Public Information and Lifestyles

- 174 TR-28 develop a public education campaign which incorporates the components identified by the City of Toronto, Healthy City Office in its report, *"Evaluating the Role of the Automobile: A Municipal Strategy"*:
- provide facts about the consequences of a behaviour/lifestyle, and its negative effect on the health of individuals and the community.
  - provide information about what individuals can do, and how individual action can make a difference.
  - provide a range of options, allowing individuals to change their behaviour, according to what is possible for them.
  - provide incentives which reward responsible behaviour.
  - identify a leader and role models who demonstrate what is possible.
  - facilitate group participation (employee, students, community groups, families) in establishing realistic goals.
  - allow ongoing feedback and encouragement, including public assessment of results.

- focus activities at the community level through local citizen's organizations, neighbourhood groups, and personal contacts, and ongoing evaluation at that level.
- create coalitions among a diversity of public and private sector organizations to support a common objective.
- maintain messages that foster public awareness and support for legislative changes aimed at mandating desired behaviour changes.
- develop consistent messages that are delivered by a variety of public and community agencies.

#### Railways

175 PS-39

The Region should ensure that Industrial-Business Parks can be retrofitted with railway spur lines so that when train transport becomes more economically competitive, industrial lots will be adequately serviced.



## OUR COMMUNITIES

### VISION 2020

Urban areas are laid out, and individual buildings designed and located, in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Urban development occurs within firm boundaries. Green corridors bring nature into the city, giving people easy and convenient access to the open countryside, natural areas and continuous public open space along the bayshore and lakeshore. Our neighbourhoods are models of energy-efficiency, waste-reduction and respect for nature. Human needs for space, privacy, safety, and aesthetic appeal are fulfilled.

In the year 2020, we know our neighbours. We live in communities and neighbourhoods together with people of all ages and walks of life. Different kinds of activities and land uses are mixed closely together, so that we can walk to meet our daily needs for work, recreation and other services. Each neighbourhood has a central gathering place where essential services such as shopping, health care, education and recreation are clustered around an attractive, car-free common open space. This gives everyone an opportunity to participate in all aspects of community life. Each neighbourhood has a full range of housing types and prices allowing people to live in their communities throughout their lives. This is true also for former suburban industrial-business parks, which have been re-developed with homes and other activities mixed in with the workplace.

Hamilton-Wentworth is a warm and friendly place where people actively care for their community and are concerned for one another's welfare. The streets and public areas are safe at all times. Neighbourhoods have strong local identity. Residents actively participate in community life, to a large extent, controlling the pace and design of change. The decision-making process is easily understood and open to involvement by all. Politicians and public employees take the actions needed to achieve long-term community plans.

## GOAL STATEMENTS

- 176 CU-2 To protect and enhance the rural landscape.
- 177 AG-9 Preserve Agricultural Lands
- 178 AG-10 Focus Residential Development in Existing Urban and Rural Settlements
- 179 AG-11 Direct non-agricultural development away from agricultural lands.
- 180 LU-8 To minimize the environmental, social and financial costs to the residents of Hamilton-Wentworth of new development.
- 181 LU-8 To minimize urban sprawl, the encroachment on rural and agricultural land and commuting distances.
- 182 PS-4 That development opportunities are provided which promote the efficient use of new or existing infrastructure and services.
- 183 PS-6 That changes to the urban boundary are considered in a comprehensive, consistent manner, with emphasis on the efficient provision of services, and that prime agricultural lands and natural areas are protected from urban expansion.
- 184 PS-9 That population change is managed according to the principles of sustainable development, rather than encouraged at all costs, and that population growth and urban development is only allowed to take place in so far as the Region's environmental carrying capacities are not exceeded.
- 185 CU-2 To protect and enhance the urban landscape.
- 186 TR-6 To ensure the integration of land use and transportation services planning.
- 187 TR-6 To ensure land use planning guidelines support the use of more sustainable forms of transportation.
- 188 TR-6 To encourage and facilitate the everyday use of sustainable forms of transportation, such as, walking, biking, and public transit.
- 189 WB-13 Ensure accessible, affordable and adequate housing for all.
- 190 EC-11 Revitalize neighbourhoods
- 191 CU-4 To enhance rural and urban community and neighbourhood self-awareness and identity.

## Principles

- 192 TR-6 The adequacy of transportation facilities and frequency of public transit service depends almost completely on the density of the residential and employment areas being served.
- 193 TR-6 Providing for and encouraging a more compact mixed land use pattern will better support the use of more sustainable modes of transportation.



- 194 TR-6 The density and location of new residential and commercial/industrial development combined with physical design, will to a large extent determine future levels of public transit usage and other forms of transportation.

## RECOMMENDATIONS

### The Region's Urban Development Pattern

- 195 LU-7 Incorporate the proposed urban development pattern into the Region's Official Plan and develop a regional servicing and transportation strategy to reflect the desired urban development pattern.

#### **Nodes of Activity**

The urban area of the Region already contains a network of activity centres. These include the Regional Centre (downtown Hamilton), the Sub-regional centres (Limeridge Mall & Eastgate Square), municipal downtown cores and other areas, such as Centre Mall. It is proposed that these nodes develop as centres of mixed activity. Each centre should:

- develop a range of residential, commercial, retail, industrial, institutional, and related employment opportunities which is appropriate for its size and function;
- develop as relatively self-contained communities, in order to reduce the amount of inter-urban commuting; and
- develop a full range of housing types so that workers have the opportunity to live and work in the same community.

#### **Corridors**

In addition to these activity centres arterial roadways can operate as mixed use activity areas. Currently in many older areas (ie. Barton Street) the resident population is too small to support commercial activities while in newer areas (ie. Upper James) development has been almost exclusively low density commercial development designed to accommodate the private automobile. It is proposed that major corridors, in particular those served with public transit, be developed with medium density, mixed uses. Mixed use development along activity corridors should:

- offer various combinations of retail, residential, institutional and commercial in individual buildings and between buildings.

#### **Greenspace**

In the urban area of Hamilton-Wentworth there is a large amount of greenspace which could be linked to provide a network of green corridors. Areas, such as the Niagara Escarpment, the Red Hill Creek Valley, Confederation Park, Dundas Valley, Cootes paradise, Gage park and so on, could be linked to form this network.

Also suggested, is the development of a green corridor along the boundary of the urban area, in order to provide a transition from urban to rural land uses.

#### **Suburban Industrial-Business Parks**

The Region's Official Plan designates in each area municipality an area for industrial-business development. It has been estimated that these areas offer a 57 year supply of vacant land for future development. The single use, isolated locations of these areas means people have to travel longer distances to reach these destinations. Encouraging new

development to locate in these areas can mean established serviced areas will decline (ie. the 1,500 vacant sites identified in the 1990 Employment Survey). To a large extent the development in the industrial-business parks has been in the service sector. Many of these activities can be mixed with other land uses, such as residential. The suburban industrial-business parks should be:

- considered part of the urban development area, allowing a range of land use activities, including residential, commercial, industrial, and institutional; and
- developed as mixed use areas rather than as single use segregated areas.

#### Firm Urban Boundaries

- 196 PS-9 The history of moderate population change in Hamilton-Wentworth is emphasized as a positive component of the Regional identity.
- 197 PS-10 Plans to accommodate population change should consider potential impacts on the Regional environment (impacts on air and water quality and the state of land resources).
- 198 AG-10 Commitments are needed from the Province, Region and Area Municipalities to establish urban boundaries which will not change within the time frame of their approved planning documents (Official Plans). Criteria should be included in the Official Plans to evaluate any expansion proposals.
- 199 ag-10 In addition, rural settlements should be limited to existing designated areas.
- 200 CU-2 Maintain urban development within an urban boundary.
- 201 LU-12 The current urban boundary should be designated as the ultimate boundary.
- 202 LU-12 Establish an interim urban boundary based on the current provision of water and sewer trunk lines (approximately 50 to 60% of existing vacant designated urban land).
- 203 LU-12 Only permit rural estate development when it is guaranteed that present and future, environmental, social and financial costs will be paid by the residents.
- 204 LU-12 Designate the existing boundaries of rural settlements as their ultimate boundary.
- 205 LU-12 Designate a area along the urban boundary as a green corridor. The Region in conjunction with area municipalities and conservation authorities should allocate funds over the long term to the purchase of land within the designated green corridor.
- 206 TR-7 target average population density for the designated urban area of the Region, that will achieve a high level of public transit usage. Expansion of the urban area should only be considered when the urban area begins to approach this targeted population density.
- 207 PS-5 The Region and Area Municipalities should plan newly developing industrial areas at employment densities which permit the efficient provision of transit services.



- 208 PS-6 The Region should thoroughly monitor and review the availability and suitability of the supply of vacant industrial, commercial and residential land.
- 209 PS-7 Changes to the Regional Urban Boundary should be considered only during the five-year Official Plan Review. Through this process, the community has the opportunity to consider the various alternatives for accommodating growth and to identify a preferred option.
- 210 PS-7 Changes to the Regional Urban Boundary should be based on the need for additional land to permit the development within a ten-to-fifteen year planning timeframe. Population projections and a review of alternative scenarios for development within the existing urban area are considered.
- 211 PS-7 The Region should establish a stakeholder group/task force consisting of citizens and representatives from a range of community groups, business, and labour, to guide the public participation process for all future Official Plan Reviews.
- 212 PS-7 If additional urban designations are required, the various options should be assessed according to financial costs and benefits (e.g. cost of servicing, not just construction but maintenance etc.), environmental impacts (e.g. impacts on natural areas and loss of prime agricultural land), and social considerations (e.g. provision of affordable housing, access to services).
- 213 PS-7 Area Municipal Official Plan Amendments for expansions to the urban area should be initiated only after the lands have been approved by Regional Council for urban expansion during the five-year Official Plan Review (see above). Urban expansion is a long-term, strategic planning exercise, and as such, should be most easily and appropriately accommodated in the major O.P. Review.
- 214 PS-7 Regional policies must be clear, and clearly communicated to the development community, whose business is heavily dependent on these policies and how they are interpreted. For example, no Regional representative (political or staff) should imply to landowners/developers that excess capacity in roads or sewers will lead to the inevitable expansion of the urban envelope to that area.
- 215 PS-5 The Region should address the oversupply of land designated for industrial use by redesignating for other uses (e.g. mixed commercial-residential) and/or formulating staging policies so that industrial areas are serviced only as the existing industrial land supply already serviced is depleted to a certain level (e.g. 10-year supply).
- 216 PS-5 The Region should more closely co-ordinate its long-range land-use planning (through the Official Plan) more closely with plans for infrastructure provision. The Official Plan should be more precise about which areas will be serviced next, and about which areas will be allowed to develop in which order.
- 217 PS-5 The Region should undertake detailed land-use planning (i.e. individual site and subdivision) only after having undertaken detailed environmental analyses and infrastructure provision studies. Environmental analyses should include subwatershed planning and stormwater management studies, examinations of existing natural resources and remaining natural heritage areas, and evaluations of carrying capacities related to septic system use, groundwater use or other pertinent issues. Infrastructure provision studies should provide estimates of construction, maintenance and operations costs as well as environmental degradation associated with construction according to alternative scenarios.

Urban Structure, more compact and diverse

- 218 TR-7 develop policies which support and encourage a more compact urban form and which allow for increased diversity and density.
- 219 TR-25 increase the density of land use, particularly residential developments, in order to facilitate the provision of convenient, affordable and efficient public transit service.
- 220 AG-10 Alternatives for Strip Development and Urban Sprawl
- Current official plans contain numerous policies to control development and urban sprawl but strict implementation of the policies has been lax. The Region and Area Municipalities must strongly support compact urban form and intensification within existing designated settlements, and reinforce their commitment to directing development to existing rural settlements.
- 221 EC-13 Integrate work places with residential and other community uses and green open space.
- Encourage work at home industries and small cottage type industries.
  - Neighbourhood and development plans should be scrutinized to ensure that they promote the integration of economic activities, a mix of people, a vibrant neighbourhood setting and a sense of community.
  - The Regional Municipality of Hamilton-Wentworth should consider amending their Official Plan, and encouraging area municipalities to amend their local official plans, to incorporate a broad array of suitable employment, education, commercial, leisure and residential uses in neighbourhoods throughout the Region.
- 222 LU-12 Designate in both the Region's and Area Municipal Official Plans the recommended mixed use nodal urban development pattern.
- 223 LU-12 Identify in the Official Plan the ultimate employment and residential densities for each activity node.
- 224 LU-12 Provide public transit service between the activity nodes which is fast, efficient, cheap and convenient.
- 225 LU-12 Provide appropriate municipal services in each activity node which accommodates the desired development density and when needed.
- 226 TR-7 locate high traffic generating land use activities close to public transit corridors and stations.
- 227 TR-7 locate new commercial development in more concentrated nodes rather than in low density strip developments along arterial roadways.
- 228 TR-7 develop an initiative similar to the Main Street housing program in Toronto (increased residential development above commercial strips along transit corridors) for Hamilton-Wentworth.
- 229 TR-7 designate the suburban industrial-business parks as mixed use centres allowing residential, commercial, institutional and light industrial land uses.
- 230 TR-7 develop guidelines for the physical design of neighbourhoods that ensure quick and easy pedestrian access to transit stops. The design should be based on a maximum 400 metre walk to a transit stop.
- 231 TR-7 increase the supply of housing in the Regional Centre, in order, to reduce the number of people commuting into this area.



- 232 WB-13 Affordable Housing and Mix
  - Support the implementation of the recommendations of the Regional Chairman's Task Force on Affordable Housing.

233 CU-3 Encourage parks and open space.

234 CU-4 Provide a central meeting place in each neighbourhood.

235 CU-2 Investigate and encourage the use of present rights of way and radial lines in transportation links with leisure, heritage and cultural sites (e.g.: the old incline).

#### Urban renewal and redevelopment

236 CU-2 Encourage re-development within the urban area.

237 EC-11 Give neighbourhood revitalization a high priority in local government and clearly define responsibility and accountability for it.

238 EC-11 Make physical improvements in the community.

- Encourage surplus public, institutional, and business land be made available for allotments for small market gardens.
- Liaise with senior levels of government to secure funding.
- The Region's Environmental Services Department should develop a plan to help volunteer groups and other organizations undertake environmental clean-ups.
- Give facelifts to old buildings, and where necessary new buildings.

239 EC-12 Develop a community revitalization tracking model for Hamilton-Wentworth.

- Develop and implement a community revitalization "tracking model" to show the effects of specific Task Force recommended actions and measure their degree of impact in achieving a sustainable level of development in the community.
- Document in written and video format existing conditions, the plan of action, and the implementation experience. Distribute these materials across the community and to other communities, emphasizing the need for involvement in implementation of sustainable development strategies.

240 EC-12 Promote neighbourhood and inner city redevelopment.

- Investigate methods of providing incentives for redevelopment activity in designated areas.
- Investigate methods of providing incentives for projects that meet sustainable development criteria.

241 PS-5 The Region should focus economic development strategies on redevelopment, infill and use of vacant buildings within the existing developed area.

242 PS-7 There should be an emphasis on redevelopment in the Region; Regional Official Plan policies should encourage the construction of commercial, residential, and industrial structures in infill areas in urban locations.

243 LU-10 The Economic Development Department should focus its efforts on facilitating and encouraging new businesses to locate in the developed urban area. For example, encouraging new businesses to locate in municipal downtowns as opposed to the suburban business parks.

- 244 LU-10 Use non-profit housing corporations and their developments as possible seeds for development in certain areas of the Region. The Provincial Government should be encouraged to ensure adequate funding is available to these housing projects and that funding programs offer the flexibility to try smaller more innovative projects.

Preserving Agricultural Lands

- 245 CU-2 Prevent urban encroachment on the land.
- 246 CU-2 Limit redevelopment of hamlets.
- 247 CU-2 Limit golf courses, landfills, wrecking yards.
- 248 CU-2 Ensure Regional undertakings respect the rural landscape.
- 249 CU-2 Recognize the importance of agriculture in the Regional identity.
- 250 AG-9 Restrict Rural Severances
- all severances on agricultural lands should be phased out by 2020 and a further target of the year 2000 set for the establishment of a "transition period" to accommodate the change. The transition period will be required to accommodate those farmers planning for their future under existing policies.
  - Eliminate severances for retirement and sons and daughters but provide alternatives through retirement communities, transferable development credits or development in non-agricultural area. The emphasis in these cases should be on the long term use of the land for agriculture.
- 251 CU-2 Limit severances.
- 252 PS-8 The Region should establish targets and policies to strictly limit or eliminate rural severances, expansions to rural settlement areas, rural estate development, rural mobile home development, and site specific amendments to permit urban uses in rural areas, based on the cumulative impact of these developments upon agricultural land, natural features, ground water quality and demand for infrastructure and services.
- 253 PS-7 The Region should change the mandate/mode of operation of the Land Division Committee, to establish a clear set of rules for decision making.
- 254 AG-9 Agricultural Land Preservation/Trusts
- Designation of Prime Agricultural Lands (soil classes 1, 2, 3 & 4) in Official Plans as Agricultural Land Reserves and the adoption of policies for protection from non-agricultural intrusions.
  - Development of a system to provide for land management by the farmer, who would retain the land in agriculture.
- 255 PS-8 Regional rural land trusts should be developed in the "most rural" area municipalities (e.g. Glanbrook) in order to compensate them for the lack of urban development opportunities and resulting tax revenues. The trusts will be contributed to by area municipalities where urban development is occurring. These areas will be preserved as rural/agricultural for the benefit and enjoyment of all of the citizens of Hamilton-Wentworth.



256 AG-10 Purchased Development Credits

- Establish a system which provides alternatives to rural residential development whereby farmers can sell development credits redeemable in designated receiving areas (urban/rural settlements), either for the development of single lots or by increase in density.

257 AG-10 Land/Agricultural Database

- Develop an extensive information source for future decision making is needed, containing data on ownership, crops, soil capabilities, development activities and so on. This would be a vital tool in assessing agriculture and rural development proposals. This information system should be established at the Regional or Provincial level yet accessible to both and other related agencies (Federation of Agriculture, etc).

258 AG-11 Proactive Approval Directing Development to Designated Settlements or Industrial/Business Parks

- Prevent rural land use conflicts between farming operations and non-agricultural uses. There must be a change in mind set to "think agriculture first" and a greater emphasis on long term farming in decision making processes.
- Strong policies at the Provincial, Regional and Area Municipal levels are essential to direct future development away from agricultural lands.

259 AG-10 Pilot Projects/Anchor Farms around Urban Areas

- Establish Anchor farms on publicly owned lands (or other available private sites) around urban boundaries. These would consist of a series of farms set up under long term lease arrangements with a farmer to live on and farm the land, creating a ring of viable farm operations around the urban fringe to provide a sense of stability in the rural area.

260 PS-8 The Region should adopt Official Plan policies which recognize the value of, and protect, agricultural uses on the urban fringe (i.e. small farms interspersed with urban uses as well as natural areas).

Regulatory Reform and Development Standards

261 PS-5 The Region should organize an annual conference for municipal engineers on alternative standards and sustainable development.

262 CU-3 Ensure flexibility in zoning.

263 EC-11 The Region and area municipalities should change zoning by-laws, official plans and design standards to reflect sustainable development principles (e.g., road and landscaping design to minimize storm water run off, energy conservation in buildings and residences, and more opportunity for walking, cycling and public transit).

264 LU-13 Develop a comprehensive zoning bylaw which allows greater flexibility and is simplified to a maximum of 10 categories.

265 LU-13 Revise appropriate legislation to allow the zoning bylaw to control building style.

266 LU-13 Examine the possibility of using performance zoning.

267 LU-13 Zoning bylaws should allow a mix of land uses (residential, commercial, retail, entertainment, recreational, and light industrial) plus a mix of densities (single detached, row housing, low rise apartments).

- 268 LU-13 When appropriate require buildings to locate at the streetfront.
- 269 LU-13 Reduce the maximum parking requirements.
- 270 LU-13 Allow trade-offs, such as, reduced parking requirements for provision of employee transit passes.
- 271 PS-39 The Region and the Area Municipalities should include in their approvals process for new development a procedure that incorporates sustainable development principles (when adopted by Council) that accounts for air emissions and energy efficiencies.
- 272 LU-13 Review of neighbourhood and Secondary Plans & Plans of Subdivision should include:  
distance to transit stops (maximum 5 minute walk);  
identify location of transit stops;  
distance to neighbourhood facilities;  
provision for cycling;  
construction of sidewalks and pedestrian walkways; and  
sidewalk design with pedestrian amenities, such as, design for the mobility impaired, and protection from wind and sun.
- 273 LU-14 Site plan review should include following concerns:  
direct uninterrupted pedestrian access from building entrance to public sidewalk;  
the access needs of people with disabilities;  
buildings should be located as close as possible to the streetline;  
parking and storage for bicycles;  
pedestrian amenities should be provided for protection from wind and sun; and  
municipalities when appropriate should request sidewalk improvements, transit shelters and other amenities.
- 274 TR-25 place greater emphasis on the pedestrian, cyclist and transit accessibility in the planning of new developments.
- 275 TR-25 coordinate subdivision planning for new areas with transit services so as to ensure appropriate roadway facilities for bus operations with good connecting links for pedestrians and cyclists from the surrounding neighbourhood. Transit stops should be no more than a 5 minute walk.
- 276 TR-25 ensure, during the planning stages, the integration of provision for bus services with major new developments in the Regional Centre, Regional Sub-Centres, and Area Municipal downtown cores.

#### Financial Tools

- 277 PS-5 Eliminate all Regional subsidies for extension of water pipes to rural areas.
- 278 LU-9 Development Charges Should:
- be greatest for those developments which require new services while those which can show that they will require no additional or new services should be charged the lowest;
  - vary according to the type of development and reflect probable social and environmental costs. Low density development should pay a higher fee than high density development;



- be charged according to geographic area. High density areas designated for mixed use development should have lower fees while greenfield development should pay the highest fee; and
- be set in relation to a desired or optimum density level. If a development is below the desired density (defined in neighbourhood/secondary plan) it should pay a high charge because it will make inefficient use of services. If a development is above the desired density there should be a high charge reflecting the cost of providing new services. Flexibility could occur by allowing appropriate density transfers in the geographic area defined by the neighbourhood/secondary plan.

- 279 PS-5 The Region should use development charges to encourage the efficient use of land through redevelopment, intensification and higher densities in newly developing areas.
- 280 LU-9 Similar to development charges property taxes should reflect the true environmental, social and financial costs of providing municipal services. Property taxes should be lowest in high density development areas while greatest in low density areas. Market value assessment does not encourage the development of a sustainable urban area.
- 281 LU-9 Remove the barriers in the existing property tax structure which discourages rehabilitation of the existing building stock (ie. any home improvement costing more than \$5,000 result in a reassessment of the property).
- 282 LU-9 Revise the property tax system to allow municipalities the ability to direct urban development according to the principles of sustainable development (ie. allow the local municipality to set assessment rates).
- 283 LU-10 Programs should be developed in partnership with municipal government to offer special loans for people willing to invest in the redevelopment of areas, such as Barton Street.
- 284 PS-4 The Region should request that the Province review its financial policies with a view to encouraging compact urban forms; this review should have regard for natural resources features which have traditionally been considered to have no economic value.

#### Public Involvement

- 285 EC-11 Use effective consultation processes to develop neighbourhood and community action plans. The process should involve all stakeholders and should identify actions and assign responsibilities.
- 286 CU-4 Enable citizens to participate in identifying the needs for their neighbourhood.
- 287 CU-4 Help neighbourhoods to identify their attributes and catalogue these features.
- 288 CU-4 Encourage participatory research and planning on the basis of natural social areas, not arbitrary administrative boundaries.

#### Responsibility and Government

- 289 EC-12 Ensure all standards and regulations are followed and upheld.
- Strictly enforce all existing regulations.

- Write and enact a by-law that makes local politicians and department heads legally and criminally responsible for their actions and inactions.
  - Develop criteria based on sustainable development principles to evaluate proposed development projects in the Region which require official plan amendment or rezoning.
- 290 PS-8 The Region should request that the Province change the mandate of the Ontario Municipal Board, so that cases are considered only when principles of natural justice and/or Provincial policies are violated.
- 291 PS-8 Following from above, there must be consistent review of development applications at the Regional and Area Municipal level. This is vital if all of the "new rules" of sustainable development are to be learned by the development industry, and respected.
- 292 PS-8 The Region should establish a working group consisting of Regional staff, politicians and community representatives to examine alternative political structures/arrangements (e.g. one tier government, directly elected Regional politicians) which would provide incentives for bringing broad, long range perspectives to decision-making.

#### Generating Ideas

- 293 PS-40 The Region should hold competitions and design charettes for urban design projects that would indirectly lead to improved air quality in Hamilton-Wentworth.
- 294 LU-15 Host an architect/developer competition of innovative urban designs with press coverage and public viewing.
- 295 LU-15 Host a high profile respected spokesperson (ie. David Suzuki).
- 296 LU-15 Ensure the involvement of environmental/conservation groups which already have well established promotional strategies.
- 297 LU-15 The Regional Chairman should designate a "Sustainable Development Week" during which activities focus people's attention on the issue.
- 298 LU-16 The Region should work with the local Boards of Education to include the concept of sustainable development within the environmental studies program.
- 299 LU-16 Should prepare models and drawings of the Region in the year 2020 which show how the Region would look if urban sprawl continues and if the proposed development pattern is constructed. Cost analysis to the taxpayer should be part of the presentation.
- 300 LU-16 Encourage the local press to feature neighbourhoods that present the qualities desired in a sustainable community.
- 301 LU-16 Set an example of sustainable practices in gardening through maintenance of parks.



# LIVELIHOOD

## VISION 2020

A stable, flexible economy is achieved through the effective use and development of all community resources. This means not only land, capital equipment, and community services, but the continued improvement and retention of a skilled workforce. Economic strategies, set through a cooperative process involving citizens, business, government, education and labour, include effective job-training and re-training programmes. All people can find employment opportunities in the region.

The region is home to numerous firms that carry out research and development and manufacture in sustainable economic sectors. Successful companies are characterized by high production quality and worker productivity, and innovative employment practices such as on-site daycare, jobsharing, work-at-home arrangements, and cooperative, community-based job creation. These companies provide a solid tax base for the region. Business and industry actively participate with government in advanced skill training programmes, including programmes designed to enhance employment accessibility for people with disabilities. Firms are at the forefront of energy efficiency; and pollution control and prevention; and material re-use and recycling.

Hamilton-Wentworth is now home to a whole new economic sector based on the natural resources of the region. Hamilton Harbour is a base for nature-oriented tourism and recreation, that includes the Niagara Escarpment, waterfalls and Carolinian forest areas of the region. The harbour is a vibrant centrepiece for the community and is accessible, clean, and humming with diversity. Recreation co-exists with use of the harbour as an essential marine transportation link.

Agriculture, now considered a strategic community resource, is a vibrant part of the regional economy, which makes a valued contribution to our overall quality of life. The farming community is economically viable and environmentally sensitive, capable of supporting family farming operations that are competitive internationally. The farming community is in harmony with neighbouring urban areas using clean, organic urban waste to enhance the soil. Prime agricultural land is recognized by all citizens as irreplaceable and strong policies and programs ensure its continued use for food production. Moreover, agricultural soils are continuously improved through the widespread use of sustainable farm practices. Vacation farming ensures an enhanced profile for local agriculture.

## GOAL STATEMENTS

- 302 EC-14 Increase the number of businesses that are non-polluting and those that actually produce quality of life products that control, reduce and prevent pollution.
- 303 EC-17 To improve the ability of local businesses to compete both locally and in the global market marketplace.
- 304 EC-21 Plan for appropriate wealth and job creation which will provide all citizens with an opportunity to have an income to meet, as a minimum, the necessities of life
- 305 WB-9 Create an economic climate that will ensure everyone has an equal opportunity to find meaningful employment and receive a fair and adequate income (Refer to the Report of the Implementation Team on Economy, Livelihood and Workforce Education).
- 306 AG-17 Enhance the Opportunities for Consumption of Local Farm Products, including healthier/organic foods
- 307 AG-13 Provide Education Opportunities to farmers re: current problems, business management and ventures

## RECOMMENDATIONS

### A Skilled and Active Workforce

- 308 EC-19 Encourage local employers to undertake training in the workplace and encourage local employers and employees to adopt a lifelong learning culture.
- Develop a "matching program", co-sponsored by, for example, the Chamber of Commerce, the Rotary, Employment and Immigration Canada, and the Region, where local workers, including those on unemployment insurance and social assistance, are matched up with local business development initiatives.
  - Designate one community organization to collect, keep current, and disseminate information on training, education and related government support programs. This work is being done at the Hamilton Public Library in the form of the Skillsource project and it will be tied into Skillslink, a similar Ontario wide initiative.
  - Determine where funding to advertise and promote Skillslink will come from. Potential sources include: Region, Hamilton Public Library, Federal government, Provincial government, end users).
  - Form a competitiveness network to make business people aware of the need to adopt competitive practices in the workplace.
  - A group should be formed to define and implement a plan that promotes the concept of lifelong learning in the community, or alternatively, the responsibility for this should be assigned to a Regional government department.
  - A community task force should be established to:
    - i) promote more effective, focused and coordinated training programs;



- ii) promote more involvement on the part of the private sector in job training and retraining;
- iii) recommend to the Ontario Training and Adjustment Board (OTAB) names of persons to sit on the Local Training and Adjustment Board (LTAB);
- iv) work with the OTAB and the Canadian Labour Force Development Board (CLFDB) to assist in the process of establishing the LTAB;
- v) ensure that existing initiatives are built upon and not lost; and,
- vi) recommend any actions it feels will lead to effective establishment of the LTAB.

309 WB-9 Institute training, retraining programs and retirement preparation programs for displaced workers.

310 EC-20 Encourage entrepreneurship both in the school system and the community.

- Encourage local boards of education to include entrepreneurship and business studies in their curriculum.
- Have educators and guidance counsellors present business ownership and entrepreneurship as viable career options.
- Encourage participation in entrepreneurial activities, e.g., junior achievement.
- Expand cooperative education programs.
- Develop and administer modern and appropriate advertising and promotion techniques to reach individuals in the community with the message of entrepreneurship.

311 EC-15 Help individuals and organizations in the community to obtain the skills needed to play leadership roles.

- Assist in the acquisition of skills to enable people to effectively participate in community affairs.
- Implement a recruitment strategy which incorporates identification, training and placement of individuals within leadership settings in the community.
- Undertake an exercise to identify key organizations that should act as leaders on particular projects and existing mechanisms that could best be utilized during implementation.

312 EC-23 Create and make available up-to-date labour market information.

- Designate one community organization with the responsibility for the collection and collation of labour market information on an ongoing basis for dissemination to all interested community organizations.
- Define the information which is required by community organizations.
- Implement systems which will permit ready collection and distribution of data.

Note: A sub-committee of the LMCN has been formed to decide on the best ways to implement these actions.

313 EC-24 Improve links between education, training, business, and other organizations.

- Encourage firms and businesses to adopt schools.
- Consult with local stakeholder groups in setting school curricula.

- Encourage key stakeholder groups to meet and identify common actions and strategies that would link them productively.
- 314 EC-24 Develop stronger links between the Economic Strategy and human resource development plans.
- Recruit individuals in the areas of education and training to be on the technical advisory committee that is advising staff on the update of the Economic Strategy.
  - Utilize the LMCN's "Call to Action" report as the basis for a Human Resources Development Plan.
  - Consider elements from the LMCN's "Call to Action" report for inclusion in the updated Economic Strategy.
- 315 EC-24 Improve the education system.
- Form a group of community stakeholders (educators, business people, and citizens) to get on with the job of improving the education system based on the findings of existing studies.
  - Encourage the three local school boards to come together to develop ways of reducing duplication of costs and effort.
- 316 CU-5 Provide education to equip people for changing industrial conditions.
- 317 WB-16 Have in place local mechanisms developed jointly by government, educators, business/industry and organized labour to link skill and knowledge formation and retraining to the requirements of the economy.
- 318 WB-16 Enhance the value placed on skilled trades.
- 319 WB-16 Develop greater opportunities for training in skilled trades, in relation to identified community needs.
- 320 WB-16 Increase the proportion of adults who are functionally literate.
- 321 WB-16 Increase the number of young adults who have completed high school.

Making Employment viable for All

- 322 WB-9 By 1995, develop programs to support gainful and meaningful employment for both low wage workers and employable persons with disabilities, to ensure these persons are better off, financially and otherwise, through employment than through social assistance.
- 323 WB-10 By 2020, reduce the level of unemployment among employable people with disabilities to at most the community average.
- Provide people with disabilities with personal and environmental employment supports, including physical access, suitable work environment, suitable transportation, and training skills development programs.
- 324 EC-22 Support and develop community initiatives designed to respond to various barriers to employment and human development.



- Encourage employers to adopt modern business practices that will permit freer access to employment for all individuals, e.g., child care, access and training for the physically disadvantaged, job-sharing and job rotation.
- The Region should support initiatives such as the Hamilton-Wentworth Employment Consortium and the Promise the Children Poverty Forum.
- The Region should undertake a comprehensive review of regulations and ordinances that appear to impede industrial development and redevelopment.

#### Support for the Local Business Community

##### 325 EC-21 Preserve the existing business base in Hamilton-Wentworth.

- Review existing tax requirements and business regulations and amend or remove those that impede business development.
- Create an awards program for excellence in productivity improvement in various categories.
- The Region should join with other organizations to develop a program to help skilled employees establish their own businesses when the companies they work for down size or close.
- Develop and implement policies to support viable farming operations.

##### 326 AG-17 Labelling of Local Farm Products

- Implement labelling of local/regional/provincial or national produce by the Province to encourage purchasing of goods which will benefit "our" agricultural economy.
- Promote the establishment of a Local Produce Section(s) in participating supermarkets in the Region, where consumers have the option to buy clearly identified local produce.

##### 327 AG-17 Food and Beverage Parks, other food processing industries

- The Region must promote the establishment of food processing operations in the region which use local produce.

##### 328 AG-17 Quality, Healthy, Organic Foods

- Emphasize the excellent quality of local produce; freshness, reduced chemical use, and availability.
- Since consumer preferences appear to be changing, then farmer's attitudes toward organic foods and the methods of producing healthier foods will have to change.
- The Province must realize the importance of relating healthier foods and better eating habits to improved overall health and lower health care costs. Promotional programs on these items need to be created, with the Province playing a lead role.

##### 329 AG-18 Farm Markets in Each Municipality/Roadside Stands

- Reinforce these issues as addressed earlier in the report under recommendations on viability. It is important to re-emphasize their significance as an opportunity for the residents of this Region to

purchase local farm products. The economic benefits realized from these situations are augmented by increased public awareness about agriculture through direct contact between producer and consumer.

330 EC-21 Diversify the economic base of the Region.

- Target specific segments for attention i.e. world leadership in pollution control, reduction in waste management and recycling.
- Encourage the Ministry of the Environment and other provincial ministries to locate their main offices in the Region.
- Develop a model business research park geared toward environmental technologies.
- Encourage small cottage-type and work at home industries.
- The Region should provide funding for an innovation centre for sample product manufacture.
- Consider business alliances based on existing strengths in the community in order to develop products for the world market.
- Develop a work at home computer network linking resources at McMaster University, Mohawk college, the Canada Centre for Inland Waters. Typical work could be development of software packages for environmental design processes.

331 EC-17 Make information on government assistance to business more readily available and accessible.

- Directly publicize existing information sources to present and potential users.
- Set up an information booth in shopping malls and libraries.
- Have government information services open outside normal office hours.
- The Region should reduce "red tape" to a minimum by providing businesses and entrepreneurs with information packages on permits, business licenses, and grant applications.

332 EC-17 Make government more aware and responsive to the needs of business.

- Have local government staff and elected officials visit local businesses on a regular basis.
- Send local government staff on small business management and development courses and encourage secondments of government staff to, and work exchanges with, the private sector.

333 EC-18 Encourage locally owned and controlled businesses.

- Provide small business start up assistance in neighbourhood locations and in a format and language(s) that fits the neighbourhood.
- Maintain and update a list of local investors and entrepreneurs with a view to providing funds for new ideas.
- Establish a community equity fund to fund small business start ups.



- Explore new and old sources of venture capital and business loans, e.g., credit unions, cooperatives, and labour venture funds.
- Find ways to ensure that financial support is accessible to entrepreneurs originating from within the community.
- The Region should establish, or incorporate into an existing private or public agency, a body whose function it is to promote the substitution of imports by competitive local products.

This body would accomplish its goal primarily by:

- a) acting as a matchmaker between local suppliers and buyers;
- b) sponsoring and promoting trade shows whose theme is import substitution; and,
- c) educating local consumers on the job creation and retention possibilities, possibly through a local media campaign.
- The Region should establish or promote the establishment of a local self-reliance institute which seeks to help high visibility businesses, institutions and local governments to examine their energy, waste, water and materials flows, and then to use their wastes as raw materials.

334 EC-18 Encourage and support research and development activities by local firms, especially those involved in environmental products or alternatives strategies for small business development.

- Carry out a review of the local research underway in these areas.
- Create a centralized resource centre that details the types of initiatives being undertaken. This centre should be accessible to all individuals, entrepreneurs and small businesses.
- Help researchers and companies to obtain grants from the 'Green Plan' to fund initiatives and projects.
- Promote and assist in the development of more small business and research/production process incubators in the Region, e.g., tax defaulted property could be leased out as incubator space.
- Develop mechanisms to encourage commercialization of innovative products, processes and services.

#### Opportunities in the Environment

335 PS-32 The Region should actively attract specialized recycling and waste reduction industries and technologies.

336 EC-14 The Region, in concert with other groups, acts to raise the awareness of business opportunities in the environmental industry sector.

- The Region of Hamilton-Wentworth joins with other regions and the Ministry of the Environment to issue specific challenges for an environmental products competition, e.g., what products can be made from used tires?
- The Region holds an annual sustainable development products showcase symposium.

- 337 EC-15 Directly support and promote the emerging local business sector that deals with pollution control, reduction and prevention and other quality of life products.
- Provide meaningful incentives, as a Regional package or program, to businesses which produce or service pollution control and prevention products for local consumption and export.
  - Make a concerted effort to assist environmental businesses already in the Region to expand and to attract businesses with expertise in pollution control, reduction, prevention, waste management and recycling to the Region.
  - Establish a task force consisting of local industry, environmental groups and citizens to study innovative and appropriate uses of available sites around the Bay.
  - Assist local businesses to export quality of life products such as water, air and soil quality technologies, strategies and recycling programs developed in the Region.
- 338 EC-19 Emphasize science and technology as a key for future economic growth.
- Establish an organization responsible for the advancement of science and technology in the community.
  - Continue the work being done by the Hamilton Public Library, the Region and the Business Advisory Centre to establish a Technology Transfer and Diffusion Unit.
  - The boards of education, educators and councillors should promote courses and careers in science and technology.
  - Fast track realization of the GHTEC and provide support for private sector business incubators. Find alternative ways to establish the GHTEC if present proposals are delayed. Once established, encourage student groups and others to tour the GHTEC.

Agriculture an Important Component of the Local Economy

- 339 AG-11 On Farm Processing and Marketing
- Revise Official Plans and Zoning By-laws to provide greater flexibility in allowing roadside produce stands. These stands will allow the farmer to sell directly to the consumer and add revenue to the farm operation.
  - Allow the processing of farm products to occur on-farm as permitted uses within the context of municipal planning documents. In addition, home occupations and other similar uses, on a "limited" scale should be permitted. The Region and local municipalities should be directed to revise the appropriate documents to allow the above-noted items.
- 340 AG-11 Farm Markets
- Permit the sale of farm produce directly to the public as a means of improving farm viability in many sectors of agriculture. Some farm markets do exist (most notable is the Hamilton Farmers Market), but there is a need for a major farm market (selling mostly local produce) in each area municipality. The Regional Economic Development Department in concert with the Federation of Agriculture, Area Municipalities and local farmer organizations should investigate the establishment of these markets throughout the Region.



341 AG-12 Farm Income Support

- Restructure the farm support system. The existing system of farm support is not sustainable, is viewed by the public as "hand outs" and is not the best system for the farmer. It is based on paying the farmer for production or gaps in production when it would be more beneficial to pay the farmer to be a manager of the land or to practice conservation measures. When farming becomes viable the support system can be eliminated.

342 AG-12 Fair Taxation

- Support Federation of Agriculture in its efforts on tax restructuring.
- Establish a relationship between the land and rural property and tax according to the "benefit of taxation" principle. Tax only residential component of farm (no tax on agricultural land).
- The current method of property assessment creates an unfair tax burden on farmers. Revise assessment so that farmland is assessed only as "farmland"

343 AG-12 Sales Flexibility (to local stores)

- Establish more flexible food purchasing and inspection practices are needed to allow local farmers to sell to food stores. Presently, there are restrictions which limit these opportunities. The Federation of Agriculture in conjunction with the Region (Economic Development Department) should investigate the opportunities to expand the local market for farm produce. In addition, area grocery managers should be encouraged to buy local produce.

344 AG-12 Higher Food Prices

- Promote changes in consumer attitudes to accept higher food prices for high quality foods, to reflect a more realistic relationship between the costs and returns in farming.

345 AG-13 Labour Law (agriculture specific)

- Continue to base specific sections in labour laws on the specific needs, and requirements of agricultural operations. Currently exemptions permit flexibility to permit farmers to hire help. These types of exemptions must be retained.

346 AG-13 Business Type Programs for Agriculture

- Establish a Farm Advisory Group to work with the Ontario Ministry of Agriculture and Food (O.M.A.F.) and the Federation of Agriculture to adapt business processes and practices to agriculture.
- Create appropriate links to the business community (through Economic Development) for advertising, consulting, operation of small business (i.e. farm) in co-operation with O.M.A.F. to:
  - promote co-operation among farmers
  - enhance the profile of farming

347 AG-13 Farming Joint Ventures (corporation approach)

- Provide guidelines for cooperative ventures among farmers. Traditionally farmers have been independent and protected their way of life and their freedom of choice. However, the crisis in agriculture makes it desirable to move toward co-operation among farmers to join together in partnerships where larger farm operations provide opportunities for economies of scale, diversification,

sustainability and implementation of conservation practices. These ventures could facilitate joint equipment purchases, and/or combined on-farm processing operations, and could be handled through the Regional Economic Development Department with assistance from the Federation of Agriculture.

348 AG-13 Economic Strategy for Agriculture and the Rural Area

- Establish with the Regional Economics Strategy a specific section on Agriculture which outlines actions and programs to enhance farm/agricultural viability, and which will be reflected in the budget, marketing plans and staffing allocations.
- Involve the Regional Economic Development Department in instructing, assisting, guiding farmers on how to manage, sell, promote and market their operations and products.
- Update farm management and practice skills of farmers through extension courses organized by the Region, business community or farm organizations.
- Define the role of rural industrial/commercial and other economic land uses in the rural area and provide appropriate policy directions in the strategy or official plans.

349 AG-14 Diversity (corn for fuel)

- The use of corn and other agricultural products for the production of fuel should be evaluated and if appropriate supported and promoted by the Province and Region.
- Change overs to different crops or a variety of crops to provide greater flexibility for the individual farms should be encouraged by the various farm organizations.

350 AG-17 Farm Tours, Farm "Fest", Vacation Farming

- The Region should promote and establish farm tours and vacation opportunities on farms in the rural area as education and revenue generating ventures through Regional Economic Development, school boards, Federation of Agriculture and other groups.
- The Region and local farm organizations should promote local farming through an annual "farm fest" celebration in the region. This may involve expansion or additional support or attractions/exhibits at the local fall fairs, peach festival, wine (grape) fairs, or a new separate, central exhibition. Economic Development or private groups may be interested in staging this type of event.

351 AG-18 New Provincial Ministry of Rural Affairs

- Create a new Ministry of Rural Affairs to oversee the rural areas of the Province. This Ministry would bring together elements from O.M.A.F., M.O.E., M.N.R., and other agencies into one body which would result in a single functioning and commenting agency capable of providing expert analysis on rural issues and proposals. This is not only a practical and efficient means of approaching rural/agricultural issues, but also a way of increasing the profile of agriculture!

352 AG-18 Provincial Legislation

- Direct Provincial policies at individual land owners to implement erosion, streams and watercourse controls.



- Educate the public and farmers in conservation methods and where necessary provide compensation to the farmers.

353 AG-19 Approval of Provincial Food Land Policy

- Ontario must have a new Provincial Food Land Policy that is approved by the Government and implemented through Official Plans and other Planning documents.
- It is of utmost importance that these policies have the support of farmers and there must be commitment from the Province and Provincial Ministries to support and implement the policies.





## THE LANDSCAPE

### VISION 2020

The health and beauty of the countryside and townscape is a source of great civic pride. A protected system of natural areas threads throughout the region, preserving and improving our natural heritage. This system of natural areas and connecting corridors allows wildlife to migrate, enhancing their chances of reproducing and finding food and shelter. A recreational greenway gives residents access to this system of natural areas, in ways that do not threaten ecological processes. Recreation and the needs of wildlife for a protected habitat co-exist.

As a community, we cherish a clean, healthy environment and work to prevent ecological degradation. Waste-reduction, energy-efficiency and respect for ecological systems characterize all aspects of community life and decision making, including government, business and industry. Citizens abide by environmental laws and regulations and help educate each other on ways of living in harmony with the natural world. We are a model for other communities in the way in which we integrate short-term economic benefits, long-term environmental and social costs, and indirect economic costs in our evaluation of public and private initiatives.

## GOAL STATEMENTS

- 354 WB-13 Ensure a safe, high quality physical environment.
- 355 CU-3 To protect and enhance the natural environment.
- 356 CU-3 To protect and extend wildlife habitat.
- 357 EC-13 To improve the local environment.
- 358 EC-16 To make Hamilton Bay safe for recreational use.
- 359 PS-10 That the condition, capacity and geographical locations of the Region's groundwater be accurately defined within five years.
- 360 PS-11 That new development should be not be allowed to take place in those areas where the cumulative impact of landscape alterations and/or septic system use could threaten the quantity or quality of groundwater resources, and that where new development is allowed to take place that all possible precautions are taken to ensure that groundwater quantity and quality are not threatened.
- 361 PS-13 That all significant sources of potential chemical contamination be identified and eliminated by the year 2010.
- 362 PS-15 To provide potable water, to areas designated as urban, of a quality and quantity required by the population of the Region.
- 363 PS-16 To reduce the combined municipal water use of households and businesses (708L/day) by 50 percent by the year 2000 through the use of conservation strategies, and to use the "user pay" philosophy in delivering water services.
- 364 PS-18 To reach the targets established for the Regional Sewage Treatment Plant loadings of suspended solids, nutrients, and other elements to Hamilton Harbour and Cootes Paradise in the Hamilton Harbour Remedial Action Plan.
- 365 PS-19 To virtually eliminate discharges of toxic contaminants from the Regional Sewage Treatment Plants.
- 366 PS-20 To have no more than one combined sewer overflow event per year as specified by the Regional Pollution Control Plan.
- 367 PS-21 To utilize the best available economically achievable technologies to reduce discharges of pollution to Hamilton Harbour and Cootes Paradise and to utilize where possible the by-products of the sewage treatment process.
- 368 PS-21 To integrate planning, decision-making and implementation on a watershed basis in order to restore and maintain the desired water quality and flow characteristics of our surface waters.
- 369 PS-22 To preserve or enhance to their ecological potential the wetlands and stream systems that comprise the Region's watersheds (including the Harbour and Lake Ontario).
- 370 PS-23 To reduce suspended sediment loading in streams so as to reduce loadings of this material to Cootes Paradise and Hamilton Harbour to an overall average of 20,000 kg/d (averaged over several years and as specified in the



Hamilton Harbour Remedial Action Plan) with special emphasis on Spencer Creek and Grindstone Creek because of the deleterious effect of siltation on the valuable marshlands in their estuaries.

- 371 PS-24 To virtually eliminate any contamination of our streams and surface waters by persistent toxic contaminants, and reduce even further the contamination of streams by other toxic contaminants and/or pathogenic organisms.
- 372 PS-25 To restore adequate habitat for fish and aquatic birds to the level necessary to restore the populations to a healthy and productive state, as a resource and as an indicator of our ability to remediate water quantity and quality conditions in the Region's watercourses and waterbodies.
- 373 PS-27 To ensure that the water quality in Hamilton Harbour and Lake Ontario is generally good, that the water is clear and that swimming is a safe activity.
- 374 PS-27 That the natural quality and quantity of water flows resulting from precipitation not be significantly altered through changes to the landscape (destruction of vegetation, construction, grading, creation of impermeable surfaces) or stormwater management techniques.
- 375 PS-30 The development of a Regional waste management plan with a focus on pollution prevention with a strategy consisting of 3 components being, in order of priority -
- a) the reduction of waste going to the curb or down the sewer,
  - b) the diversion of waste for reuse or recycling,
  - c) as a last resort, and with the intent that there should be a very minute amount remaining after reduction, reuse, and recycling, the disposal of remaining waste that is neither reduced or diverted.
- 376 PS-30 That Regional residents and business alike be educated to understand the full impact and the costs of waste generation, including a re-examination of what is considered "waste", and how waste can be reduced, and that residents and business be educated to impart a full and comprehensive understanding of waste management including the three "R"s, hazardous waste management, and the related conservation value of these principles.
- 377 PS-30 That Provincial waste reduction targets be considered a minimum for the Region.
- 378 PS-30 That the burden of cost for the management of waste be lifted from the taxpayer and placed equitably through the use of a user pay system on those responsible for the generation of waste throughout the Region.
- 379 PS-30 That, regardless of population and community growth trends, that a financially self-sustaining waste management system be developed to accommodate and adjust to possible decreases and increases in waste generation in the Region.
- 380 PS-30 That the concept of personal and corporate responsibility for waste production, and the concept of product stewardship, be adopted for practice by all those living or doing business in the Region.
- 381 PS-31 That reuse and recycling options be made more accessible to users where such items are not covered by curbside programs in the Region.
- 382 PS-31 That the Region should not become the final resting place for any waste material produced elsewhere.

- 383 PS-31 That waste stream control be exercised and that the development of positive private and public waste recycling and reuse facilities within the Region be encouraged.
- 384 PS-33 That the quality and toxicity of waste be given equal priority to the quantity of waste.
- 385 PS-33 That the reliance on hazardous substances be reduced by substitution and more judicious use of these substances, where required, with the additional benefit of a reduction in the need for treatment and disposal of hazardous substances.
- 386 PS-34 That sites not be developed or approved for development unless the site is deemed uncontaminated.
- 387 PS-34 That no new sites are allowed to become contaminated. If, in certain highly exceptional cases, some contamination of soils or groundwater is unavoidable, all possible precautions must be taken to ensure that the contamination does not move off-site.
- 388 PS-36 The Region should have the best air quality of any major urban area in Ontario by the year 2000 as determined by the Ministry of the Environment.
- 389 PS-37 The Region should lobby all levels of government to work together to institute a ban on the manufacture and use of CFC's by the year 2000 or earlier.
- 390 PS-40 The Region should honour those corporate citizens who have made major improvements in air pollution control and energy efficiency.
- 391 PS-40 The Region should attract new businesses to Hamilton-Wentworth that produce little or no emissions of substances into the atmosphere, and encourage businesses that already located here to reduce such emissions.
- 392 PS-41 To monitor air quality in buildings suspected of "sick building syndrome" and where required to reduce levels of concentration of pollutants to acceptable values.
- 393 PS-42 To increase the number of trees found in the Region by 50% by 2000.
- 394 PS-42 To educate the public-at-large about the value of preserving green space and about the value of indigenous species of plants.
- 395 PS-43 That the current reliance of Hamilton-Wentworth's municipal, industrial, commercial, institutional and residential sectors on traditional energy sources be reduced by 20% by the year 2005, and by 50% by 2020. This reduction will be achieved through conservation measures, an increased reliance on alternative energy sources and alterations in methods of transportation and production.
- 396 PS-43 That all new and renovated buildings and structures in Hamilton-Wentworth be constructed so as to conserve the use of energy and to effectively employ passive solar energy where conditions allow.
- 397 PS-44 That the Region undertake programmes to inform its citizens of the benefits and methods for conserving energy, achieving efficiencies and employing alternative energy sources.



- 398 PS-47 That industrial processes in the Region become as energy efficient as the most efficient processes found in Western Europe and the Far East by the year 2005.
- 399 PS-47 That the Region's industrial and commercial sectors evolve into extremely energy-efficient and environmentally-benign entities.

## RECOMMENDATIONS

### Educating One Another

- 400 CU-3 Educate people about wildlife, living in harmony with creation, and the rights of all creatures.
- 401 NA-vii Establish, immediately, the Regional Environmental Office as proposed. Review existing staff resources, both numbers and qualifications, to determine if more staff is necessary.
- 402 EC-13 The Regional government should act as a leader to promote activities that will improve the environment.
- The Region requests local libraries, media, and other organizations to provide more information on non-polluting energy alternatives, e.g., solar power and alternate energy products made from waste.
  - The Region should provide more information to highlight the supply of local waste products presently destined for landfill, associated costs, and potential alternative uses.
  - Have a portion of the GHTEC or a separate project dedicated to developing new products from waste.
- 403 EC-14 Offer assistance and/or incentives to organizations who do their part to improve the environment.
- Organize a team of specialists recruited from local industry and educational institutions to help smaller companies that may not possess the necessary technical expertise or resources to make their operations more environmentally sound.
  - Consider offering incentives to local companies, organizations, and individuals who significantly improve the environment or who conserve energy and do not add to the present peak load demand.
- 404 WB-16 Improve the information base relating to environmental quality in the Region.
- Publish Regional State of the Environment Reports bi-annually by the year 2000.
- 405 NA-viii Establish an eco-tourism promotional campaign with assistance from the Ministry of Tourism, promotional tour operators and organizations interested in natural heritage.

### Natural Heritage Areas

- 406 EC-14 Protect and improve the existing natural environment through the use of regulations.
- Ensure that all new projects, public and private, meet environmental regulations.
  - Protect, enhance and promote the Region's natural wonders such as the escarpment, harbour, waterfalls, flora and fauna.

- 407 PS-8 The Region should develop Official Plan policies which effectively protect natural areas, and which ensure that significant vegetation communities, wildlife populations and their habitats be maintained and enhanced.
- 408 CU-3 Protect natural and ecologically sensitive areas, both currently designated and those not yet designated.
- 409 CU-3 Establish ecological reserves with strictly limited human access for the most sensitive natural areas.
- 410 CU-3 Develop interconnected, regional, open space, trail/cycle path system.
- 411 CU-3 Use former rail radial lines for cycle and walking paths with interpretive signing.
- 412 CU-3 Maintain and encourage the development of habitat to support mammals and birds.
- 413 NA-v Ensure, through cooperation with community groups and agencies, that the components of a natural heritage framework (primary and secondary core areas, buffers, natural corridors and natural connecting links as described by the Ministry of Natural Resources in The Natural Heritage Framework) are identified, researched and described.
- 414 NA-v Base the funding for identifying, researching and describing the natural areas, links and corridors on partnerships between agencies such as the federal Fisheries Department and Wildlife Service, provincial government ministries, Conservation Authorities, and other public and private groups and organizations.
- 415 NA-v Establish natural heritage designations in the Official Plan to recognize, and protect as appropriate, natural core areas, natural corridors and natural connecting links. Permit recreation or other land uses which do not cause significant negative impacts or threaten the integrity of the natural area over the long term within natural heritage designations of the Official Plan. Limit or prohibit human use where negative impacts or the long-term integrity of the natural area is a concern.

Establish an open, consultative process for broad public discussion on the Regional Official Plan policies for the designation and protection of natural areas. Consult with landowners as to the role of their property within the natural heritage plan.

- 416 NA-v Develop, and circulate to interested agencies for feedback, a terms of reference for an acquisition fund for the purchase of lands either identified as significant natural areas or required to provide access to natural areas suitable for passive recreational use. The terms of reference should stipulate that:
- the Region should commit a substantial amount to the fund on an annual basis.
  - the acquisition fund will be used when matching funding from other sources such as the Ontario Heritage Foundation, Nature Conservancy and Conservation Authority Foundations is available and/or when groups such as the Bruce Trail Association/Naturalist Club participate in public fund raising efforts.
  - priority will be given to lands which are subject to development pressure because of their location adjacent to the existing urban area.
  - the program will be based on the principle of willing seller/willing buyer and any expropriation of land in natural areas should be considered in only the most unusual of circumstances.



- development on lands purchased should be minimal, with facilities constructed only where a commitment to their proper maintenance is available (by government or non-governmental organizations (NGOs) such as trail clubs, etc.)
  - where access is permitted, users should be expected and required to uphold responsibility related to maintaining the integrity of the natural areas (eg. staying on trails).
  - where public works, such as parking facilities, must be established and maintained, opportunities for cooperative arrangements between public and private agencies should be explored.
- 417 NA-vi Encourage MNR and the CAs to establish a landowner contact program to encourage private stewardship for all natural areas, and provide assistance and support if requested.
- 418 NA-vi Investigate a variety of options associated with title and purchase arrangements to be used to complement and enhance the proposed acquisition fund and proposed land owner contact program. Recommend techniques and procedures which may be used by the Region and/or other agencies involved in natural heritage planning or new organizational arrangements.
- 419 NA-vi Investigate the use of development charges as a source of funds for the acquisition of natural areas and/or the development of related facilities for a greenway system.
- 420 NA-vii Request Area Municipalities to allow and encourage linear, passive space as part of the 5% park space dedication under the Planning Act, where such space is part of a network of natural areas, natural corridors and natural connecting links.
- 421 NA-vii Request the Federal and Provincial government to permit personal tax deductions for donations of conservation land to public agencies, so that the full value of the asset can be deducted from personal income.
- 422 NA-vii Request the Province to broaden the Conservation Land Tax Rebate program so that land designated by municipalities under the Planning Act is eligible.
- 423 NA-vii Request agencies involved in natural heritage planning to assign someone in their agency the responsibility of assisting in coordination of natural heritage activities between agencies in Hamilton-Wentworth. Identified individuals should meet on a regular basis. Coordination of activities (ie. programming or the production and distribution of information) should aim to sort out overlap, reduce redundant activities and establish cost sharing agreements. Establish a "Natural Heritage Committee" or "Ecological Advisory Committee" to help arrange agreement between agencies on research needs and protection measures.
- 424 NA-vii Request McMaster University and Mohawk College to establish a Natural Heritage Advisory Committee, with representation from agencies involved in natural heritage planning, to provide advice and guidance to graduate and undergraduate students interested in researching natural areas in Hamilton-Wentworth.
- 425 NA-vii Support the establishment of a scholarship for ecological research, to be administered through the Conservation Authority foundations.

- 426 NA-viii Review the Regional Tree-Cutting By-Law, and the methods now used to monitor and enforce tree-cutting measures, to determine if revisions to the by-law, procedures or organizational responsibilities are necessary for protecting wooded areas which form part of the natural heritage system.
- 427 NA-viii Support the review of sediment and erosion controls on construction projects by Area Municipalities and Conservation Authorities and the potential use of Top-Soil Preservation By-Laws to effectively monitor and enforce compliance with Sediment and Erosion Control Plans.
- 428 NA-viii Develop, maintain and make available a data base and mapping system to describe the natural areas, corridors and linkages in the Region (based on MNR's Natural Heritage Framework).
- 429 NA-viii Request school boards to increase the local natural heritage component of their curriculum, and encourage them to participate with other agencies, such as conservation authorities, in the development of the curriculum.
- 430 NA-viii Request the Conservation Authority to take a lead role in developing a program of information and education for key decision makers in the Region. Groups such as corporate executives and politicians should be targeted, using examples which illustrate the relationship between an inter-connected natural area system and their interests as decision makers.

#### Prevent Soil Degradation

- 431 PS-23 The Region should encourage the Ministry of Agriculture and Food, the Ontario Federation of Agriculture, and the Conservation Authorities to promote soil conservation measures in agricultural operations in Hamilton-Wentworth.
- 432 AG-14 Holistic Land Stewardship Ethic throughout Hamilton-Wentworth
- Require all farm operations to follow conservation/sustainable farming practices.
  - Large farm operations (usually on leased land) tend to overwork the land in an attempt to maximize profits and they also ruin the "farming tradition" in an area. The major farm operations should be required to follow conservation/sustainable farming practices.
  - Leased land is less likely to be in continual agricultural production. Unfortunately much of the rural land in Hamilton-Wentworth is owned by numbered companies or absentee owners. If the ownership pattern cannot be reversed, the farmers leasing the land and the absentee owners must be made aware of the need to implement conservation measures and must assume greater responsibility for the proper management of this vital natural resource.
- 433 AG-15 Conservation Practices; Soil Erosion Control, Crop Rotation
- Promote conservation practices - crop rotation, tillage reduction, streambank stabilization, tree planting (windbreaks, hedgerows) and rehabilitation of natural water courses by requesting O.M.A.F. and the Federation of Agriculture to expand their existing conservation courses and programs. Suggest the Province divert support funds into paying farmers who implement conservation practices on their farms. One example would be increased funding for the land stewardship program.



- 434 AG-15 Rural Land Management: Natural and Chemical Inputs
- Phase out the use of road salt on all Regional and Local roads in the rural area of Hamilton-Wentworth by the year 2000.
  - Support the Provincial commitment to reduced chemical use on farmlands, and all other rural lands.
  - Wherever possible, request that farm organizations promote among their members the practice of crop rotation and the return of organic matter to the soil. Also request that O.M.A.F. investigate the possibilities for using urban waste (treated sewage, compost material and so on) to rejuvenate agricultural soils.
  - Promote, through public education, the use of natural landscaping techniques, composters, water conservation and organic garden plots among all residents (farm and non-farm) in the rural area.

Promote Sustainable/Ecological Farming Techniques/Practices

- 435 AG-15 Courses re: Sustainable Farming Practices for Farmers and in Colleges and Universities
- Lobby the University of Guelph and other agricultural education facilities to further expand their curriculum to include courses on sustainable farming practices
  - Request O.M.A.F. to continue to expand programs/courses on conservation and sustainable practices.
- 436 AG-15 Permaculture, Organic Farming, Pesticides Safety Courses
- Request O.M.A.F. and farm organizations to promote alternative forms of agriculture (permaculture/organic farming); also continue and expand the pesticides safety courses to involve all farmers.
- 437 AG-16 Farm Environmental Plans as outlined in the document entitled "Our Farm-Environmental Agenda"
- Support the concept of farm environmental plans. The significance of this type of proposal to sustainable farming is obvious but in order to be workable emphasis must be placed on the specific nature of farm operations so that "tailor-made" solutions will become the norm, instead of standard across the board approaches. Also the "farmer helping farmer" aspect contained in the report is seen as a critical element by the Implementation Team. The Province should assist in the implementation of this concept but there must also be input from the Federation of Agriculture and other associated farm organizations.
- 438 AG-16 Benefits of Sustainable Agriculture
- Provide the farmer with clear information as to how sustainable agriculture will benefit the farming operations and the farm community as a whole. This could be accomplished by a pamphlet of information from O.M.A.F., Federation of Agriculture, or other farm groups.

Water Resources and Hydrological Cycle

- 439 AG-11 Water, Sewage Management in Rural Areas
- Protection of water recharge areas, and improvements in installation, and maintenance of septic systems are necessary to preserve and enhance the quality and quantity of rural water supplies which are vital environmental components upon which agriculture is based. Directions to municipalities, conservation authorities and the related agencies are necessary to improve the situation. Municipalities and Conservation Authorities must provide protection for water recharge areas in their plans, and regulations. The Health Services Department must investigate alternative systems to accommodate rural development.

- 440 CU-3 Develop the waterfront and the escarpment for community use.
- 441 CU-3 Develop a greenbelt system to protect all natural drainage and to connect the lakeshore and the escarpment.
- 442 CU-3 Develop a Regional Waterfront Strategy.
- 443 EC-16 Develop and implement a plan to clean up Hamilton Harbour while maintaining industrial areas to demonstrate that industry is compatible with environmental concerns and sustainable development.
- Utilize the Hamilton Harbour Remedial Action Plan as the basis or plan for cleaning up the Harbour.
  - Until the harbour is totally cleaned up:
    - i) install large swimming areas at waterfront parks using the barrier method;
    - ii) install barriers around industrial areas to permit separation of natural areas and swimming areas from industrial outflows; and,
    - iii) allow use of these segregated industrial areas for the testing and demonstration of clean up technologies.
  - Develop a ship decontamination lock to guard against zebra mussel type infestations.
  - Harness waste industrial heat in conjunction with water to develop industries, e.g., greenhouses, hydroponics.
  - Encourage the Royal Botanical Gardens, Canada Centre for Inland Waters and McMaster University to collaborate in designing and implementing a natural plant filter bed project to demonstrate and evaluate this method of water purification.
  - Establish a super coordinating body with authority over Bay watershed issues, regardless of political boundaries.
- 444 WB-15 Support the implementation of the Remedial Action Plan for Hamilton Harbour.
- 445 WB-15 Ensure that there is no encroachment on the Cootes Paradise natural areas.
- 446 PS-24 The Region should work with the Hamilton Harbour Commissioners, the Area Municipalities, local industry, and the Ministry of the Environment to ensure that a system is in place to effectively and efficiently deal with spills in the Harbour.
- 447 PS-25 For the Region to support collaborative efforts led by the Federal Government and the Royal Botanical Gardens to restore marshes in Cootes Paradise and Hamilton Harbour.
- 448 WB-15 Maintain and/or improve the quality of groundwater and surface water in the Region.
- Develop and implement a Regional groundwater strategy, including a comprehensive study of existing groundwater resources.
  - Ensure that drinking water from the Regional water treatment plan continues to meet Provincial and Federal guidelines, with no toxins exceeding the recommended maximum levels.
  - Update standards for municipal water on a regular basis.



- 449 WB-15 Conserve water and other natural resources.
- Determine the feasibility of implementing full-cost accounting for water, which reflects capital costs as well as operating costs.
  - By 2000, ensure that all Regional water users are metered.
  - Consider institution of a by-law prohibiting new construction without high efficiency fixtures (eg. low flush toilets, low flow shower heads, high-efficiency furnaces).
- 450 PS-10 Conduct a groundwater resource management study to provide the following information:
- a) Delineation and evaluation of the hydrological, geological, chemical, and geographical attributes of the Region's groundwater resources.
  - b) Identification of existing and potential threats to groundwater resources with an emphasis on those sources of pollution which may have an impact on private well water supplies, wetlands, streams, and recreational waters. Potential threats should include, but not be restricted to, residential development, landfill sites, and industrial practices.
  - c) An analysis of existing Regional groundwater protection policies and an evaluation of groundwater protection policies utilized elsewhere in North America and Europe.
- 451 PS-12 The Region should change the Official Plan to ensure that lots created by severance or subdivision in non-serviced area have sufficient land available to accommodate private services and to provide for adequate dilution of effluent. In most cases severance and subdivision approval should depend on staged development plans and monitoring of cumulative impacts rather than on simple minimum lot sizes based on soil types.
- 452 PS-12 The Region should severely restrict development in parts of the Region that are not serviced with Regional water and sewers. New residential and industrial development should take place in designated urban areas, where services are already or will soon be provided.
- 453 PS-12 Development of rural subdivisions not provided with Regional water and sewer services should only be permitted when the need for the subdivision has been proven and satisfactory hydrogeologic and geotechnical evidence has been provided which shows that the proposed development can be sustained without negative impacts on existing groundwater reserves. Monitoring of wells should be part of the approval process in order to measure the actual results of the development.
- 454 PS-12 The Region should lobby the Province to overhaul the Environmental Protection Act, and the regulations made thereunder, and other legislation and policies associated with rural servicing issues, to adequately deal with the vast changes which have taken place in land use patterns, technology, and scientific knowledge since its inception.
- 455 PS-12 The Region should lobby the Province to conduct a survey through the Ministry of the Environment, or finance a Regional survey, to determine the number and location of abandoned wells in the Region. Action would then be taken to enforce existing legislation requiring that these wells be properly plugged.

- 456 PS-12 The Region should lobby the Province to change the regulations pertaining to wells so that new wells would be subject to inspection by Regional Health Services or Ministry of the Environment personnel at the time of installation. A well should not be put into use until a "use permit" is issued signifying that the well construction meets Provincial standards.
- 457 PS-13 The Region should include an environmental fee in development charges levied in unserved areas that would be put into a fund utilized exclusively for remediation purposes where monitoring shows that degradation of the groundwater reserves has occurred.
- 458 PS-33 The Region should promote the phasing out of pesticides and herbicides, where possible, for both Regional applications and to other levels of government.
- 459 PS-13 The Region should implement an educational promotion to alert the general public to the detrimental environmental impact of, and encourage the use of alternatives to, the domestic use of fertilisers, weedkillers, pesticides, septic system cleaners, drain openers, root killers, etc.
- 460 PS-14 The Region, Area Municipalities and Conservation Authorities should cooperate on establishing and implementing a strategy to greatly reduce the use of pesticides within the Region. This strategy should include reduction targets to be implemented by specific dates. If necessary, a by-law should be adopted and enforced by the Region.
- 461 PS-14 The Region should lobby the Province to use its agencies (MOE, MNR, OMAF) to reduce pesticide use wherever possible in both rural and urban areas.
- 462 PS-24 The Region should lobby the Province to restrict and reduce the use of pesticides by homeowners, businesses and farmers, and should reduce the use of pesticides on its own lands, so as to diminish the total amount of pesticides making their way into our watercourses and waterbodies.
- 463 PS-25 The Region should lobby the Province to impose restrictions on the use of persistent toxic chemicals and to strictly enforce them. The Region should cooperate with local industries to find ways to transport, recycle, reuse and dispose of these chemicals without allowing any leakage into the Region's watercourses or waterbodies.
- 464 PS-25 The Region should continue to operate, and expand, programs to provide advice to householders and businesses on how to reduce their dependence on toxic chemical use, and how to properly dispose of these materials if other uses cannot be found for them.
- 465 PS-25 The Region should strongly encourage the Ministry of the Environment and the Ministry of Agriculture and Food to expand programs and initiatives to reduce the impact of farm wastes including animal manure on Regional streams, creeks and groundwater reserves, and to reduce the impact of animal watering or animal access onto streams.
- 466 PS-14 The Region should cooperate with the Ministry of the Environment and other relevant agencies in identifying and eliminating potential sources of groundwater contamination. The Region should lobby the Ministry of the Environment to take a more proactive role in dealing with contamination problems by using old insurance records, assessment maps, and aerial photos to identify and locate potential contamination sources such as abandoned gas stations, old landfill sites, and certain types of industrial sites.



- 467 PS-15 For the Regional Environmental Services Department to continue with the current maintenance program for the Regional water infrastructure.
- 468 PS-15 For the Regional Environmental Services Department to ensure that potable water supplied by the Region at least meet the minimum Provincial and Federal standards.
- 469 PS-15 For the Regional Environmental Services Department to enhance and improve the Regional Water Treatment Plant as is required to meet the desired capacity.
- 470 PS-16 For the Regional Environmental Services Department to monitor and review scientific and professional literature from around the world to ensure that Regionally-supplied water is of an adequately high quality to meet human health requirements, and if necessary, to suggest changes to plant and equipment to improve that quality.
- 471 PS-17 For the Region to promote water conservation through industrial practice changes, water conservation in homes through retrofitting, designation of a water-conserving building code (an Area Municipality responsibility), and through information programs and pricing policies. This improves sewage treatment plant and sewage system efficiency, particularly in areas with separated sewer systems.
- 472 PS-17 For the Region to continue distributing information kits on methods of reducing water use.
- 473 PS-17 For the Region to continue the process of metering all residences and businesses in Hamilton-Wentworth.
- 474 PS-17 For developers to pay entirely for the extensions of water services to new subdivisions (with the exception of required over-sizing).
- 475 PS-17 For the Region to reduce development charges in infill areas of the Regions such as lower Hamilton where surplus water capacity already exists.
- 476 PS-17 For the Region to charge enough for water to cover the following costs: capital costs, maintenance costs, operating costs, and adverse environmental impact costs associated with the provision of water.
- 477 PS-18 The Regional Environmental Services Department should undertake the necessary capital improvements to the Woodward Avenue Sewage Treatment Plant needed to meet the added restrictions on loadings to Cootes Paradise and Hamilton Harbour included in the Hamilton Harbour Remedial Action Plan.
- 478 PS-18 When the Dundas Sewage Treatment Plant reaches its capacity, excess wastewater should be transferred to the Woodward Avenue Treatment Plant for proper treatment.
- 479 PS-19 The Region should continue with its program to monitor the sewer system and its users, and continue enforcing the Sewer Use Control By-law which restricts the discharge of contaminants into the wastewater system.
- 480 PS-19 The Region should continue investigating, and where possible implement, new technological means of eliminating harmful and toxic contaminants from entering the Harbour from the Woodward Avenue Sewage Treatment Plant.
- 481 PS-20 The Region should continue the construction of the CSO reservoirs as identified in the Pollution Control Plan.

- 482 PS-20 The Environmental Services Department should continue to investigate additional means of reducing the adverse impacts of discharges of urban runoff into the waterbodies and watercourses of the Region.
- 483 PS-21 The Regional Environmental Services Department should continue investigating, and implement where possible, improved means of dealing with the wastes discharged into the Regional sewer system.
- 484 PS-21 To have the HRCA and other Conservation Authorities in the Region develop a community (watershed) consensus on the desired quality and quantity characteristics, and objectives for our surface waters and their uses, with the collaboration of municipal and provincial authorities.
- 485 PS-22 To have the Region take the initiative with collaboration with other levels of government to develop formal and informal mechanisms to coordinate efforts of the multiplicity of agencies, industries, businesses and elected officials, to achieve the water quality and quantity targets we choose.
- 486 PS-22 For the four Conservation Authorities and the Region to launch a coordinated effort with the other lead agencies to inform citizens of the objectives for the Region's watersheds and of the role that they can play in achieving those objectives, through the schools at all levels, and through information programs of all types.
- 487 PS-22 For the Region to undertake a collaborative monitoring of these water systems that will allow us to make visible the progress we are making towards our objectives and targets.
- 488 PS-22 To protect and/or acquire valley lands and manage them in a way that protects water quality through public ownership in the hands of the Region and the Conservation Authorities.
- 489 PS-22 For the Conservation Authority to work with riparian land owners in the watershed through stewardship agreements so as to encourage the maintenance of vegetative buffers alongside creeks, streams, and reservoirs, and to discourage activities that degrade water quality or threaten natural ecosystems associated with watercourses.
- 490 PS-23 For the Region and Area Municipalities to use land-use controls to ensure that urban development does not take place in stream valleys or in areas immediately adjacent to streams. Vegetated stream buffers should be established and/or protected in areas adjacent to streams.
- 491 PS-23 To lobby the Province to alter the tax structure in such a way as to provide the incentive for people to maintain significant portions of their properties as naturally-vegetated landscapes.
- 492 PS-23 The Region and Provincial ministries should insist on firm planning and engineering restrictions on all activities in the Region's watersheds that could lead to the deposition of suspended solids into watercourses. These activities would include the destruction of vegetation, grading and construction associated with new residential, commercial and industrial development, and operations associated with road and railroad construction.
- 493 PS-24 The Area Municipalities and the Conservation Authorities should cooperate to establish more naturalized storm water management systems that improve infiltration rates and that reduce heavy storm water flows and associated erosion and sedimentation. The Region should attempt to coordinate these efforts and to disseminate information on improved methods of storm water management.
- 494 PS-24 The Region should encourage public scrutiny of construction projects as they progress so as to help the community and the builders to maintain good erosion control.



- 495 PS-24 The Region should adhere closely to provincial regulations and environmental assessment processes in their own programs.
- 496 PS-26 For the Region to cooperate with the relevant Conservation Authorities and the Ministry of the Natural Resources in using land acquisition, stream rehabilitation projects, land-use controls, and any other policy tools to protect and enhance the Region's streams and fish habitat.
- 497 PS-26 For the Region to play a more active role in protecting and enhancing the Region's streams and fisheries through the use of long-range land-use and services-provision (roads, sewers, water, etc.) planning. The Environmental Services and Planning and Development Departments should investigate and where feasible implement sub-watershed planning in cooperation with the Ministry of Environment, the Ministry of Natural Resources, and the relevant Area Municipalities.
- 498 PS-26 The Area Municipalities should put more emphasis on stream/fisheries protection and enhancement objectives when preparing their storm water management programs and land-use plans. The Region and the Conservation Authorities should become more active in promoting stream/fisheries protection and enhancement objectives when dealing with the Area Municipalities and land-use/storm water management issues.
- 499 PS-27 The Region should continue on with its program to reduce or eliminate combined sewer overflows (CSOs) to Cootes Paradise and Hamilton Harbour with the highest priority to CSOs in Cootes Paradise and the western part of the Harbour.
- 500 PS-27 The Region, the City of Hamilton, and the City of Stoney Creek should investigate, and where possible implement, means of reducing discharges of contaminants, organic material, and bacteria from storm water channels into Lake Ontario.
- 501 PS-27 The Area Municipalities and Conservation Authorities should, wherever possible, avoid channelling streams and creeks into concrete or other artificial-material aqueducts, sewers or ditches.
- 502 PS-28 The Region, Conservation Authorities and Area Municipalities should require that new subdivisions incorporate the most advanced techniques available to increase infiltration on-site, and to create naturalized streams, creeks and ponds that can accommodate native fish species.
- 503 PS-28 The Region, Area Municipalities, Conservation Authorities, Ministry of Natural Resources, and Ministry of the Environment should cooperate on establishing a new protocol for ensuring that new subdivisions do not adversely affect the water quality of nearby receiving watercourses or waterbodies as the result of the design of the storm water systems. Storm water systems should not significantly increase the amounts of chemical or biological contaminants, organic material, or suspended solids flowing into receiving watercourses, waterbodies, or wetlands.

#### Waste Management And Contaminated Sites

- 504 WB-14 Reduce the solid waste stream.
- By 1995, the Region should implement a Waste Management Strategy.
  - Institute mandatory recycling.
  - Set weight and volume limits for garbage collection and/or institute a user pays system.

- Advocate for provincial and federal programs for packaging reduction.
- 505 PS-31 The Region should support Provincial initiatives to permit Regional administration of garbage collection and/or user pay systems, and that the Region should negotiate to assume garbage collection from the local municipalities in order to implement a user pay system, and/or
- the Region should develop and implement an information campaign in support of user pay by educating people about waste management costs and advocate the development of user pay garbage collection systems by the area municipalities , and/or
  - the Region should continue to develop the existing waste disposal system with respect to the user pay concept.
- 506 PS-31 A comprehensive public education campaign should be initiated that, among other things, would promote acceptance of a user pay system, and would enhance the public's understanding of waste and waste reduction, including hazardous wastes, and the importance of changing the consumer ethic to the conserver ethic. As part of this strategy, the Region should advocate the publication by the municipalities on their tax bills of waste management costs, and should consistently reinforce this message with waste reduction information.
- 507 PS-31 The Region should develop and implement a comprehensive Waste Management Master Plan which incorporates waste reduction strategies such as the 3R's based on waste quantity and quality. This would include both municipal and industrial/commercial waste.
- 508 PS-31 The Region should develop a firm purchasing policy supporting the purchase of goods and supplies containing post consumer content.
- 509 PS-32 The Region should pass resolutions or expressions of concern on the matter of packaging and forward these to Provincial/Federal authorities within whose jurisdiction the issue lies. Given the passage of the Waste Management Act in the Provincial Legislature, the Region should, on a case by case basis, communicate to the Minister of the Environment those products the Region considers to pose waste management problems with the intention that the Ministry declare them as such under the revised Environmental Protection Act.
- 510 PS-32 The Region should continue to support and advocate to business, industry and other levels of government the practice of product stewardship in which the cost of waste management is internalized in the price of products and packages.
- 511 PS-32 The Region should encourage the Ministry of Municipal Affairs to empower municipalities to fulfil all their obligations with respect to comprehensive waste management.
- 512 PS-32 The Region should establish a high tipping fee policy that makes attractive waste reduction and recycling options, and encourages the development of those options by private and public sectors, should be maintained.
- 513 PS-32 The Region should establish a formal waste exchange to encourage the reuse and exchange of industrial by-products.
- 514 PS-32 Where feasible alternatives exist, additional restrictions on, or bans of, certain materials from Regional facilities should be implemented.



- 515 PS-33 The Region should continue to build on and enhance existing solid, liquid and hazardous waste reduction and diversion programs including recycling, household hazardous depot and outreach programs, backyard composting, public education, and industrial/commercial/institutional waste reduction, recycling, and exchange programs.
- 516 PS-33 The Region should pass a resolution endorsing the principle of virtual elimination of hazardous waste disposal, and follow up by asking industries to sign a "virtual elimination good neighbour agreement" committing to waste audits, zero discharge targets, and public consultation.
- 517 PS-33 The Region should establish a formal waste exchange to encourage the reuse and exchange of industrial by-products.
- 518 PS-35 Tenders by the Region for sewer, road or other types of work should be awarded only on verification that residues and debris will be brought to an approved site. Quantities could be monitored leaving the site through the use of bills of lading and this could be verified with what is received at the designated disposal site.
- 519 PS-35 Regional and municipal comments regarding applications for Certificates of Approval for privately operated waste management facilities, which are referred to the area municipalities for comment by the Ministry of the Environment, should be coordinated to incorporate all issues and concerns associated with particular applications.
- 520 PS-35 The Region should encourage the Province to take a more proactive role in identifying contaminated sites or to provide funding that would permit the Region to do so, to pass legislation requiring MOE approval for developments on potentially contaminated property prior to issuance of a building permit, and to consider the establishment of a fund for clean-up of sites for which there is no clear owner.
- 521 PS-35 Developers applying for a rezoning, Official Plan Amendment, severance or subdivision involving lands once used for industrial, transportation or waste management uses should be required to obtain proof from the Ministry of the Environment that the site is not contaminated before permission is given by the Area Municipality and/or the Region.
- 522 PS-35 The Region should lobby the Province to pass legislation requiring owners of a property to register any known contamination on site on property title(s).

#### Air Quality

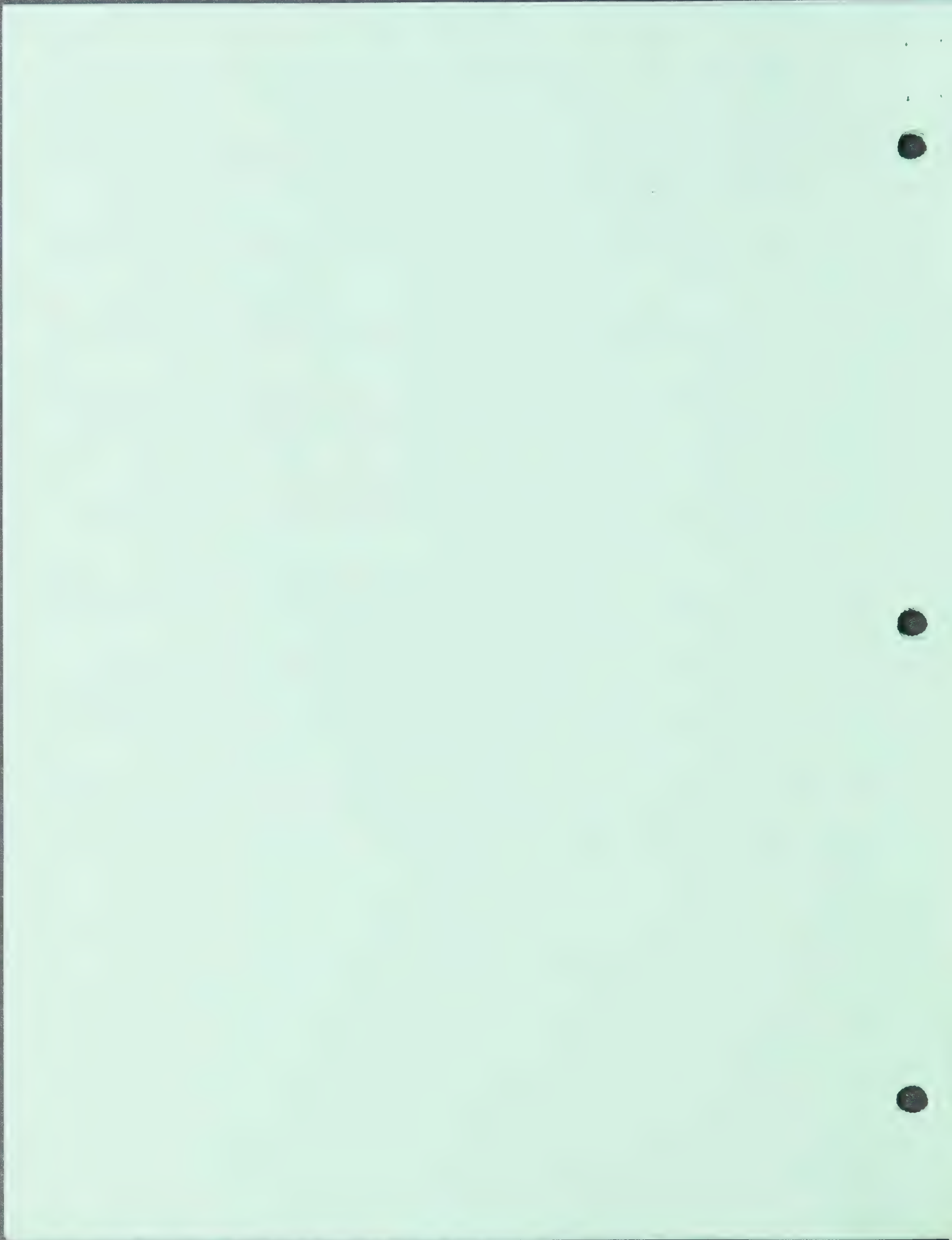
- 523 PS-37 The Region should lobby the Federal Government to pursue more stringent domestic and international standards on emissions of substances into the atmosphere.
- 524 PS-37 The Region should investigate making the licensing of commercial operations that use and repair air conditioners/refrigerators contingent upon their meeting the Provincial/federal requirements.
- 525 PS-37 The Region should set up a small Regional Environmental Office to coordinate a local effort to ban CFC's.
- 526 PS-37 The Regional Environmental Office should also be mandated to distribute educational materials, put on seminars etc. pertaining to air pollution and other environmental issues.
- 527 PS-37 The Region and local school boards should undertake public education to promote means of reducing indoor and outdoor air, pollution from all sources.

- 528 PS-40 The Region should partially fund a chair at McMaster University in air pollution reduction technology.
- 529 PS-41 The Region should give awards annually to businesses that dramatically reduce their emissions of substances into the atmosphere, produce new technology that is capable of reducing air pollution, or in some other way improves local air quality or contributes in a significant way to the protection of the atmosphere.
- 530 PS-41 The Region and/or Area Municipalities should pass by-laws restricting dust emissions from construction sites, landfill sites, etc.
- 531 PS-41 The Region should phase out incineration as a waste management method.
- 532 PS-41 The Region should ensure that all contractors and subcontractors working for the Region have very stringent controls in place to stop dust from being allowed to become airborne.
- 533 PS-41 The Region should ensure adherence to requirements of adequate fresh air exchanges in buildings.
- 534 PS-41 The Region should undertake audits of its premises, equipment and activities to ensure all reasonable efforts are being made to ensure high air quality.
- 535 PS-41 The Region should introduce indoor plants and new filtration technologies into civic buildings and offices operated by the Region.
- 536 PS-42 The Area Municipalities should strictly enforce their no-smoking by-laws.
- 537 PS-42 The Region should implement a plan to establish a minimum amount of vegetation on each residential lot in H-W.
- 538 PS-42 The Region should strive to hold itself up as a model in the use of low maintenance ground cover and ecological landscaping in areas of control.
- 539 PS-42 The Region should prepare a detailed strategy of tree planting and tree protection to improve air quality that would include the preparation, passing and enforcement of a new Regional Tree Protection By-law.
- 540 WB-13 Reduce industrial emissions.
- By 2000, establish a comprehensive data base and monitoring program on the Region's 500 largest industrial polluters.
  - By 2020, establish a comprehensive data base and monitoring program on the Region's 2000 largest industrial polluters.
  - Apply political pressure to industry in the Ohio Valley to reduce emissions.
  - Establish a Regional Environmental Office with a mandate to evaluate emission control policies utilized elsewhere, and to work with existing industry to develop emission reduction programs.
  - Direct the Regional Economic Development Department to direct its energies to recruiting "clean" industries.



### Reducing Energy Consumption

- 541 PS-44 The Region should lead by example in the area of building/equipment energy efficiency. The most energy efficient facilities and equipment should be purchased or leased when the Region acquires new office space, capital facilities, machines, lighting systems or office equipment.
- 542 PS-44 The Region should advertise the availability of grants offered through agencies such as Ontario Hydro for energy efficiency retrofits or upgrades in commercial/industrial buildings with consideration given to further subsidize such programmes.
- 543 PS-44 The Area Municipalities should investigate altering the building code requirements in their jurisdictions to increase the amount of insulation required in new buildings and the Region should lobby the Province to improve Provincial Building Code with regard to energy efficiency.
- 544 PS-44 The Area Municipalities and Region should place an increased emphasis on promoting energy efficiency in new housing (access to public transit, solar orientation, use of vegetation to moderate climate etc.) when reviewing applications for subdivision approval, Official Plan Amendments, Zoning By-Law Amendments, and variances.
- 545 PS-44 A Regional Environmental Office should be established within three years that would be responsible for distributing information on alternative energy use, energy conservation measures, energy efficient equipment/machinery, and building designs that reduce long term energy use. Such an office could be jointly financed with the Province and/or Federal Government.
- 546 PS-44 Hamilton Hydro and other electrical utilities in the Region should promote the conservation of energy and use of alternative energy sources by using more peak-hour pricing for electricity, by providing financial incentives for energy use reduction, and by distributing information about means of energy use reduction.
- 547 PS-48 The Region and the Province and/or Federal Government should combine with local industry to fund an engineering research "chair" at McMaster University related to solar energy/wind power, energy conservation strategies or alternative energy sources. The above bodies should also combine with Mohawk College to establish and fund a programme whose aim it is to provide training in the use of alternative energy systems, conservation methods, or in the design and production of buildings/equipment that are energy efficient.
- 548 PS-48 Local business and industry representatives and groups (Chamber of Commerce, etc.) should be involved in efforts to promote energy efficiency and conservation, and a gradual transition to alternative energy sources. The Region's Economic Development Department should investigate the possibility of establishing a private sector umbrella organisation to coordinate educational and cooperative efforts.





# QUALITY OF LIFE

## VISION 2020

In the year 2020, disease and disability are being progressively reduced. All of us achieve our full potential in a safe, non-violent environment. Everyone has adequate food, shelter, income and education. Everyone has a valued role to play in family, work and community. We have access to affordable and appropriate health care, regardless of geography, income, age, gender, or cultural background. Cultural institutions and activities are recognized and supported for their contribution to community life and economic health. Cultural institutions reflect our historical development and the contributions of our diverse population.

All of us take responsibility for our health, citizenship and public decision-making. As citizens, we are active participants in cooperative, region-wide community planning. Government is coordinated, efficient and easily accessible. A well-educated, literate population is seen as a total community responsibility. Schools are leaders in effective learning and excellence in teaching. Lifelong learning is valued and supported across the community. All citizens are knowledgeable about sustainable development and quality of life issues. Our cultural institutions and groups advocate values consistent with environmental sustainability. Educational institutions instill sustainable values and citizens pursue sustainable lifestyles.

## GOALS

- 549 CU-4 To strengthen cultural identities.
- 550 CU-5 To ensure a literate and educated population.
- 551 CU-5 To encourage the development of a vital, growing arts community.
- 552 CU-6 To protect heritage elements.
- 553 WB-5 Create government that is coordinated, effective, efficient and easily accessible in which citizens have meaningful participation.
- 554 WB-6 Provide health and social services which are based on identified community needs (not on past utilization patterns) and which are characterized by:
- a) a system that is coordinated, effective, efficient and easily accessible in which citizens have meaningful participation.
  - b) a shift in emphasis to health promotion and disease prevention.
  - c) provision of accessible, affordable, appropriate health and social services for all.
- 555 WB-10 Foster strong, safe, and supportive families and communities.
- 556 WB-12 Ensure an accessible, affordable, nutritious and personally acceptable supply of food and safe drinking water for everyone.
- 557 WB-16 Ensure equitable access to quality life-long learning which:
- a) enables people to contribute meaningfully to their community and is relevant to a broad range of employment ("needs-based education");
  - b) affords opportunity for people to maximize their potential; and
  - c) equips people adequately to make choices for themselves throughout their lives.
- 558 WB-17 Support and foster cultural institutions that reflect our historical development and the contributions of our diverse population (Refer to the Report of the Implementation Team on Cultural, Historical and Educational Resources).
- 559 WB-17 Increase the number of years of good health for the citizens of Hamilton-Wentworth by reducing illness, disability and premature death. (Objectives are adopted directly from the those of the Premier's Council on Health Strategy, which were based on Ontario-wide data; Many of the strategies are derived from Infowatch publications of the Health Priorities Analysis Unit at McMaster University.)
- 560 EC-15 Increase the ability of organizations and individuals in the community to be leaders.
- 561 EC-23 Become a world leader in education and lifelong learning.
- 562 AG-16 Educate the Public re: Importance of Farming



## Objectives

### 563 WB-17 Reduce tobacco consumption.

By the year 2000:

- a) reduce total tobacco sales by at least 50%
- b) reduce the percentage of young people aged 12-19 who smoke to 10%
- c) reduce the percentage of women who smoke to 15%
- d) reduce the percentage of men who smoke to 15%.
- e) increase to 100% the number of schools, workplaces and public places that are smoke free.
- f) eliminate sales of tobacco products to minors.
- g) eliminate use of tobacco products by pregnant women.

### 564 WB-18 Reduce alcohol consumption.

By the year 2000:

- a) reduce the average annual adult consumption of alcohol by 25%
- b) reduce alcohol-involved motor vehicle accidents by 50%
- c) reduce use of alcohol among young people aged 12-18 by 50%.
- d) reduce incidence of fetal alcohol syndrome by 25%.

### 565 WB-19 Increase the proportion of the population practising healthy eating and physical activity habits.

By the year 2000:

- a) increase to at least 50% the percentage of people age 18 and older who participate in physical activity equivalent to daily brisk walking for at least 60 minutes.
- b) increase to 100% the percentage of children and youth from Kindergarten to high school who participate in daily physical activity within the school program.
- c) reduce the consumption of dietary fat by 20%, from 38% to 30% of total calories.
- d) reduce the percentage of adults who have a body weight-for-height that puts them at increased risk to health by 33%, from 30% to 25%.
- e) increase the proportion of the population practising healthy eating habits.

### 566 WB-20 Reduce illness, disability and premature death from heart disease, stroke, and cancer.

By the year 2000:

- a) reduce by 50% the number of people with diastolic blood pressure greater than 100 mmHg.
- b) achieve screening for breast cancer in 70% of women aged 50-69.
- c) achieve screening for cervical cancer in 90% of sexually active women age 18-64.
- d) increase the availability of radiotherapy facilities to permit the provision of appropriate radiotherapy to those newly diagnosed cases that require it (approximately 45% of new cases).

### 567 WB-20 Reduce illness, disability and premature death arising from mental illness.

By the year 2000:

- a) reduce the overall suicide rate in the Region by 50%
- b) increase by 10% the number of people with schizophrenia who have full-time or part-time jobs.

- c) reduce disability arising from schizophrenia and dementias of the Alzheimer type.
- d) reduce the incidence of suicide among adolescents and the elderly.

568 WB-21 Reduce disability among physically and mentally impaired citizens and increase their integration into the community.

By the year 2000:

- a) reduce the incidence of disablement due to musculoskeletal and sensory disorders.
- b) reduce disability arising from developmental impairment.

569 WB-21 Reduce perinatal and infant mortality and long-term morbidity of perinatal origin.

By the year 2000:

- a) reduce the low birthweight rate by 40%
- b) reduce perinatal mortality among those of low birthweight by 40%
- c) reduce the burden of morbidity of perinatal origin by ensuring that 100% of newborns receive appropriate perinatal care.
- d) ensure a comprehensive parent support program is in place.

570 WB-22 Reduce illness, disability and premature death from AIDS and HIV infection.

By the year:

- a) 1995, reduce the spread of HIV infection in the population
- b) 2000, increase the average number of years between detection to HIV infection and progression to symptomatic AIDS and terminal illness.
- c) 1995, increase the number and knowledge base of health care providers providing adequate and effective treatment and care to people living with AIDS and HIV infection.
- d) 2000, increase the knowledge base of all medical and social aspects of HIV infection and AIDS.
- e) 1995, improve the provision of supportive social environments for people living with AIDS and HIV infection, including housing, community and social services.

571 WB-22 Reduce injury and death arising from motor vehicle traffic accidents.

By the year 2000:

- a) reduce motor vehicle accidents (MVA) by 15%
- b) reduce the death rate due to MVA in the 0-14 age group by 41%
- c) reduce the death rate due to MVA in the 15-24 age group by 22%
- d) reduce the death rate due to MVA in the 25-34 age group by 22%
- e) increase compliance regarding adult restraint use in cars to 95%.
- f) increase compliance regarding infant and child carrier use in cars to 95%.



## RECOMMENDATIONS

### Public Safety

- 572 WB-11 Increase awareness of and response to domestic violence.
- Create rapid response teams, consisting of trained individuals, to respond to domestic violence situations.
  - Enhance training of police officers to respond sensitively to domestic violence situations.
  - Support the development of an adequate number of emergency shelters for the victims of family violence.
- 573 WB-12 Increase police presence in the community.
- Increase police participation in neighbourhood planning.
  - Promote the street beat system.
  - Coordinate police activities with revitalized Block Parent and Neighbourhood Watch programmes.
  - Extend police beat program to the schools.
- 574 WB-12 Increase the safety and security of neighbourhoods.
- Incorporate into Official plans, neighbourhood plans and the public transit system "safe planning" features such as good lighting, adequate security systems, visibility, telephones, and immediate access to help .
  - Decentralize crime prevention education to the neighbourhood level.

### Supporting Our Cultural Institutions

- 575 CU-5 Encourage street level, spontaneous arts (street musicians, pavement artists, performers etc.).
- 576 CU-5 Create non-mainstream exhibit space and opportunities.
- 577 CU-5 Develop strong arts curricula in schools and at the post secondary level with links between artists, art organizations, and the schools.
- 578 CU-5 Encourage and financially support arts organizations in the Region.
- 579 CU-5 Attract artists from outside the Region through an arts centre with low rent studios, boutiques and galleries.
- 580 CU-6 Investigate ways to make the arts more accessible and affordable for a broader public.

### Citizen Participation in Decision-Making

- 581 WB-5 Ensure citizen participation in local politics and governance.
- Institute a selection process similar to jury selection to invite greater public participation in government committees.
  - Re-evaluate the terms of reference of Regional advisory committees for inclusiveness and representativeness.

- 590 EC-25 Introduce the concept and principles of sustainable development to other organizations in Hamilton-Wentworth.
- A program should be developed with each organization regarding the details of incorporating sustainable development into their operations.
  - Train individuals in each organization to deliver the program.
  - Evaluate the results of the program. Make any necessary changes.
  - Develop awards for excellence in the adoption of sustainable development principles in businesses.
- 591 CU-5 Promote ideals of sustainability in industry.
- 592 WB-17 Increase the proportion of adolescents and adults who understand sustainable development and the determinants of health, and assume responsibility for areas within their control.
- 593 AG-16 Educational Programs in Schools re: Agriculture
- School Boards at all levels should investigate the creation or expansion of existing curriculum courses on agriculture, farming or food production.
  - Expand the existing program of school tours to farms and food processing operations in the Region.
- 594 AG-16 Facts about Farming in Hamilton-Wentworth is a vital part of public awareness/involvement in agriculture.
- Explore all options for publication of data, information and important events in the rural community. A few suggestions include:
    - Economic Development Department publications with regular articles/features highlighting the agricultural sector;
    - Regional publication listing the "pick your own" farm operations, published by the Province, Region or local farm organizations;
    - Calendars of local agricultural activities and news;
    - Periodic focus on agriculture and the rural community in the Hamilton Spectator and area newspapers.

#### Developing a Life Long Learning Culture

- 595 CU-4 Encourage cultural institutions to have greater involvement in community life.
- 596 CU-4 Encourage cultural institutions to inter-act with each other.
- 597 CU-4 Institute educative outreach programmes by cultural institutions.
- 598 CU-5 Emphasize technical and artisan programmes equally with academic programmes in the school system.
- 599 CU-5 Ensure gender equality in school programmes.
- 600 CU-5 Promote continuing education and lifelong learning formally and informally.



601 CU-5 Encourage retired people to become involved in volunteer teaching and become mentors.

602 CU-5 Develop education for leisure.

#### Protecting Our Historical Resources

603 CU-6 Establish strong heritage policies for use when reviewing development/redevelopment applications.

604 CU-6 Prepare a Regional archaeological and heritage inventory and policy plan.

605 CU-6 Encourage adaptive re-use of heritage features.

606 CU-6 Utilize heritage attributes of the Region in the economic strategy.

607 CU-6 Prepare a Regional heritage strategy that includes an inventory of landscape, heritage and cultural attributes and opportunities.

608 CU-6 Designate heritage conservation districts.

609 CU-6 Ensure Regional undertakings respect heritage of urban areas.

610 CU-6 Region will adaptively re-use heritage buildings.

611 CU-6 Ensure plans for local areas include heritage, culture, parks and open space.

612 CU-6 Institute a Regional legacies/bequests programme (property and cash) for the purposes of leisure, parks, open space, and culture.

613 CU-6 Identify and protect heritage and scenic landscape areas.

#### Health Care Services

614 CU-4 Ensure an equitable distribution of services throughout the Region (i.e.: recreation, library, social services, transportation).

- 615 WB-6 Provide health and social services based on identified community health and social needs in the Region.
- By 1995 develop and implement a fully operational Community Health Status Information System along the lines of the Health Priorities Analysis Unit at McMaster (in keeping with the Ministry of Health Mandatory Health Programs and Services Guidelines), that provides information on health status, social, economic and environmental indicators ("healthy community indicators") and has the capacity for needs assessment, monitoring and evaluation, as well as forecasting and modelling.
  - Encourage the District Health Council to develop mechanisms to ensure that all existing and new health services are needs based.
  - Provide education to providers, planners and consumers on the determinants of health and the importance of needs-based services.

- Actively participate in the Essential Regional Health and Social Research Project coordinated by the Health of the Public Project at McMaster University.
  - Encourage the development, implementation and evaluation of models for the delivery of needs-based health and social services (possibilities include Community Health Centres, Comprehensive Health Service Organizations).
  - Increase opportunities for non-physician health professionals (eg. dietitians, nurse-practitioners) to receive remuneration independently of physicians.
  - Directly support the Province's Long Term Care Reform plan.
  - Support enhanced rationalization of health services in the Region.
- 616 WB-7 Ensure a coordinated, effective, efficient, accessible health and social planning structure (see also Goal 1).
- Consider implications for the Region of the phased devolution from the Province of responsibility for planning, coordination and delivery of health and social services (as proposed by the Premier's Council).
  - Encourage integrated health and social planning in the region, to more effectively address the broad determinants of health (other than the health care system) and their relationship to healthy public policy.
  - Support the development of a social contract between service institutions and their communities (Refer to the proposed Public Hospitals Act).
- 617 WB-8 Advocate for a shift in emphasis to health promotion and disease prevention.
- Encourage the development, implementation and evaluation of models for health and social service delivery which provide financial incentives for professionals to increase health promotion and disease prevention activities.
  - Support the development, implementation and evaluation of models for educating the public and the media on the broad determinants of health.
  - Work with McMaster University and Mohawk College to improve education of health professionals in health promotion and disease prevention.
  - Work with McMaster University and Mohawk College to increase the availability of continuing education courses on health promotion for family physicians, public health nurses and community developers.
  - Support the full implementation by the Department of Public Health Services of the Ministry of Health's Mandatory Programs and Services Guidelines relating to health promotion and disease prevention.
  - Work with research institutions in the Region (such as McMaster University) to increase health promotion and disease prevention research activity.
  - Advocate for greater funding for research in health promotion and disease prevention from governments and other funding agencies.
- 618 WB-8 Ensure that health services are accessible physically (i.e. to people with disabilities), geographically, and culturally.



- 619 WB-9 Ensure that health services are affordable (to individuals and to society).
- Support the District Health Council in initiatives to work with the Province, and with multiple sectors in the Region, for the continuation of universal health care.
  - Prioritize services/procedures based on identified needs and evidence of effectiveness and cost-efficiency.

- 620 WB-9 Ensure that health services are appropriate (to health needs (see Strategy 1)).

#### A Caring Community

- 621 W-9 From 1995, ensure that social assistance payments cover the actual cost of necessary goods and services (food, accommodation, clothing, recreation, transportation and insurance) consistent with overall community standards of living.
- 622 WB-9 By 1995, establish programs to enhance economic security for displaced workers.
- Institute legal mechanisms to protect workers's unpaid wages and benefits in the case of employment solvency, receivership or bankruptcy.
- 623 WB-10 Support initiatives which enable family members and neighbours to care for each other and for other members of their community.
- Promote child-care strategies which support families including adequate child-care spaces in community facilities, neighbourhood based parent/child resource programs, e.g.: toy lending services, parenting workshops, drop-in centres, and information and referral services) according to identified need.
  - Promote employment strategies to balance work and family care responsibilities, e.g.: flexible working arrangements, leave with job security, reduced working hours with pro-rated benefits.
- 624 WB-11 Improve services for youth aimed at preventing, identifying and treating psychosocial problems.
- Support the Department of Public Health Services in their efforts to fulfil the Mandatory Programs and Services Guidelines on Healthy Growth and Development.
  - Develop, implement and evaluate innovative and specific school programs aimed at improving tolerance, cooperation and non-violent behaviour and reducing violent and aggressive behaviour.
  - Support the growth of appropriate referral linkages between schools and community-based social services and agencies.
  - Develop, implement and evaluate improved systems to monitor academic and personal development and to identify and respond to problems promptly.
  - Improve the availability of before and after school care programs and parent education.
  - Increase funding for teen and young adult recreation.
  - Provide community based workers to help teachers, parents and children overcome the problem of school yard violence.

- 625 WB-16 Reduce the rates of work accidents, time-loss injuries and industrial disease in the Region.
- Encourage occupational health and safety program development with grants and tax relief.
  - Set an example for the private sector.
  - work with McMaster University and Mohawk College to improve education of health professionals in occupational health and safety.

#### Adequate Food for All

- 626 WB-12 Support the Department of Public Health Services and other community agencies in their efforts to ensure an accessible, affordable, nutritious and personally acceptable supply of food and safe drinking water for everyone.
- 627 WB-12 Ensure the provision of nutritious foods to preschoolers in group settings.
- 628 WB-12 Develop and ensure the implementation of food policies in all schools.
- 629 WB-12 Support community efforts to promote increased access to sufficient, nutritious and personally acceptable foods, such as community gardens, food coops.
- 630 WB-13 Support the development of food policies for all food premises.
- 631 WB-13 Work with the Province to ensure that social assistance payments are adequate to provide for sufficient, nutritious, and personally acceptable food.
- 632 WB-13 Ensure the elderly have transportation to food or food to them.
- 633 WB-13 Encourage and support women in their efforts to breastfeed.
- 634 WB-13 Provide appropriate prenatal nutrition education to all women with special efforts made for high risk pregnancies.
- 635 WB-13 Ensure municipal water contains fluoride at levels no less than 1mg. per litre.
- 636 WB-13 Update standards for municipal water on a regular basis.

#### Improving Personal Health

- 637 WB-17 Increase the proportion of adolescents who are adequately informed of social, psychological, ethical and medical implications of sexuality.
- 638 WB-17 Support the Department of Public Health Services in their efforts to implement Mandatory Programs and Services Guidelines.
- 639 WB-18 Provide smoking prevention curriculum in all schools.



- 640 WB-18 Enforce legislation prohibiting minors from purchasing tobacco.
- 641 WB-18 Provide smoking cessation programs in schools.
- 642 WB-18 Promote non-smoking in prenatal and postnatal classes.
- 643 WB-18 Provide smoking cessation programs in the workplace.
- 644 WB-18 Approve and enforce legislation to prohibit smoking in the workplace and in public places.
- 645 WB-18 License stores that sell tobacco.
- 646 WB-18 Increase fines for selling to minors.
- 647 WB-18 Support the efforts of the Hamilton-Wentworth Interagency Council on Smoking and Health.
- 648 WB-19 Support the prevention efforts of the community eg) Hamilton-Wentworth Substance Abuse Community Action Group, Drug and Alcohol Awareness Week in November, PRIDE, Addiction Research Foundation, drug and alcohol education in all three Hamilton Boards of Education, Mohawk College and McMaster University.
- 649 WB-19 Support the treatment and support services available to people who recognize their drinking problem and for those coping with a lived one with a problem.
- 650 WB-19 Support the RIDE program.
- 651 WB-19 Support the recommendations in the report of the Hamilton-Wentworth District Health Council, (June, 1992), the "Addictions Services Study: Community Needs Assessment"; the recommendations together address health promotion, early identification and intervention, treatment and rehabilitation for healthy individuals and communities.
- 652 WB-20 Develop and support programs aimed at developing food purchasing and cooking skills targeted to the needs of various groups in the community eg. worksite programs, Supermarket Safari.
- 653 WB-20 Develop and support programs to promote healthy body weights in the community especially among vulnerable groups such as middle aged men and adolescent girls.
- 654 WB-20 Ensure the provision of reliable and appropriate nutrition education curriculum in all schools.
- 655 WB-21 support the recommendations in the Mental Health Plan, Hamilton-Wentworth District Health Council, June 1992, and the I.D.E.A.L. Report, that address the well being of persons with mental health problems through housing, employment, social and recreational integration in the community.
- 656 WB-21 support the recommendations in the report of the Regional Advisory Committee for the Physically Disabled, Long Term Care Subcommittee, (September 1991), the IDEAL Report - Integrating People with Disabilities into Every Aspect of Daily Living.









**ACCO®**

**ACCOPRESS**

<b>YELLOW</b>	<b>25070</b>	<b>JAUNE</b>
<b>BLACK</b>	<b>25071</b>	<b>NOIR</b>
<b>BLUE</b>	<b>25072</b>	<b>BLEU</b>
<b>R. BLUE</b>	<b>25073</b>	<b>BLEU R.</b>
<b>GREY</b>	<b>25074</b>	<b>GRIS</b>
<b>GREEN</b>	<b>25075</b>	<b>VERT</b>
<b>TANGERINE</b>	<b>25077</b>	<b>TANGERINE</b>
<b>RED</b>	<b>25078</b>	<b>ROUGE</b>
<b>X. RED</b>	<b>25079</b>	<b>ROUGE X.</b>

**ACCO CANADA INC.  
WILLOWDALE, ONTARIO**





